

# JOINT INTEGRATED DEVELOPMENT PLAN 2021 - 2030



**A Regional Trade Hub By 2050**





## **FOREWORD**

Over the past years, Chipata, Chipangali and Kasenengwa Districts have been operating with a draft strategic plan to guide and support the implementation of developmental activities. This proved difficult to achieve sustainable development and unlock the potential in the JIDP region because the draft strategic plan was limited to sectors.

However, this document which covers the three districts (Chipata, Chipangali and Kasenengwa) marks the beginning of a new era of development, commencing a journey to transforming our region from a rural agricultural area to a regional trade hub by 2030 with positivity and hope. This will be achieved through increasing agricultural productivity, efficient public service delivery, quality access to health and education, basic infrastructure as well as a safe and resilient environment.

The JIDP recognises the need to manage rapid growth and urbanization in the regions and address climate change concerns. Sustainable urbanization will be characterised by improved access to basic services and climate resilience across the entire region. This will be done through heavily capitalising on our natural resources, farmers, youths and women as well as promoting good and participatory governance.

The JIDP gives hope that the strategic partnership with communities will make us overcome many obstacles because of collective capacity with the JIDP. Further, working in partnership with civil society organisations, private sector and cooperating partners gives hope to learn continuously and seize opportunities. The opening of a research station at Msekere, the upgrading of Mwami border, the construction of the fuel depot in Kasenengwa and the implementation of renewable energy projects in the region signify that the region's potentials have been recognised.

The elevation of Chipata to a city status and the creation of Chipangali and Kasengengwa district has brought about new development opportunities.

This document was developed through consultation and high level commitment of the JIDP team. Prior to the development of the JIDP, public consultations were done with the people in the JIDP area so that the document reflects the aspirations of people in the JIDP area.



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## **ACKNOWLEDGEMENTS**

We hereby acknowledge the efforts of the Chipata JIDP Core Team members who made the preparation of the JIDP possible (see Appendix 7 for full list of team members). The Councils of Chipata, Chipangali, and Kasenengwa would also like to extend their gratitude to the team of consultants from the Cities and Infrastructure for Growth (CIG) Zambia programme and the Zambia Integrated Forest Landscape Project (ZIFLP), funded by the Foreign Commonwealth and Development Office (FCDO), formerly Department for International Development (DFID) and the World Bank respectively, who supported in delivering this JIDP.

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## List of Acronyms

7NDP	Seventh National Development Plan
AfDB	African Development Bank
CCC	Chipata City Council
CEEC	Citizens Economic Empowerment Commission
CIG	Cities and Infrastructure for Growth
COMESA	Common Market for Eastern and Southern Africa
CSA	Central Statistical Office
CSO	Civil Society Organization
CDF	Constituency Development Fund
CTC	Chipangali Town Council
DDCC	District Development Coordination Committee
EPPA	Eastern Province Planning Authority
FCDO	Foreign Commonwealth and Development Office
GIS	Geographic Information Systems
GPS	Geo-positioning Systems
GRID3	Geo-referenced Infrastructure and Demographic Data for Development
GRZ	Government of the Republic of Zambia
HRH	His Royal Highness
ICT	Information Communication and Technology
IDP	Integrated Development Plan
IFT	Inter-Government Fiscal Transfers
JIDP	Joint Integrated Development Plan
KTC	Kasenengwa Town Council
JSDF	Joint Spatial Development Framework
LA	Local Authority
LAFMSP	Local Authority Financial Management Strengthening Programme
LAP	Local Area Plan
LCMS	Living Conditions Monitoring Survey
LGEF	Local Government Equalisation Fund

LRA	Local Revenue Administration
LRM	Local Revenue Management
MACO	Ministry of Agriculture and Cooperatives
MCTI	Ministry of Commerce Trade and Industry
M&E	Monitoring and Evaluation
MHID	Ministry of Housing and Infrastructure Development
MLENR	Ministry of Lands, Environment and Natural Resources
MLG	Ministry of Local Government
MOCTA	Ministry of Chiefs and Traditional Affairs
MOGE	Ministry of General Education
MOH	Ministry of Health
MoLF	Ministry of Livestock and Fisheries
MTEF	Medium Term Expenditure Framework
NGO	Non-Governmental Organisation
NHCC	National Heritage Conservation Commission
NRFA	National Road Funding Agency
OSR	Own-Source Revenues
PPU	Provincial Planning Unit
PSIR	Planning Survey and Issues Report
PWDRE	Plans, Works, Development and Real Estate
RDA	Road Development Agency
RWSS	Rural Water Supply and Sanitation
SDG	Sustainable Development Goals
URP Act	Urban and Regional Planning Act
WARMA	Water Resources Management Authority
WDC	Ward Development Committee
ZANIS	Zambia News and Information Services
ZDA	Zambia Development Agency
ZEMA	Zambia Environmental Management Agency
ZICTA	Zambia Information Communication Technology Authority

ZIFLP	Zambia Integrated Forest Landscape Project
ZILMIS	Zambia Integrated Land Management Systems
ZP	Zambia Police
ZSA	Zambia Statistical Agency
ZTB	Zambia Tourism Board



### [Notes on the Maps](#)

Maps in this JIDP Final Report have been generated from primary data collected through GIS mapping in the JIDP area in October 2020, unless otherwise stated. Section 1.1.4 provides more information on how the data for GIS mapping was collected.

Further, all the maps in the Final Report have been set to A1 paper and for full visibility, they may need to be printed out.

**PART ONE**

**INTRODUCTION AND BACKGROUND**

## **1. INTRODUCTION AND BACKGROUND**

### **1.1. Background**

This Report represents a collaborative effort of the Chipata City Council, Chipangali and Kasenengwa Town Councils and Eastern Province Planning Authority (EPPA), to produce an Integrated Development Plan (IDP) which will run from 2021 to 2030, as required under the Urban and Regional Planning Act, No. 3 of 2015. These plans are subject to review every 5 years, a period that is aligned with the general election timetable.

Integrated Development Planning is a process through which a strategic development plan, which includes a spatial dimension, is prepared for a Local Authority area or an entire district or region and (MLG, 2019). An IDP is the:

*“...principal strategic planning instrument which gives an overall framework for development within the IDP area and which will guide and inform planning, budgeting, management and decision-making in the IDP area by all levels of government and by all actors.” (Ministry of Local Government and Housing, 2012).<sup>1</sup>*

#### **1.1.1. Rationale for the preparation of the JIDP**

Under the *Urban and Regional Planning Act No. 3 of 2015 (URP Act) of the Laws of Zambia*, Local Authorities are required to develop IDPs for the development of their districts.

Further, Section 47(1) of the URP Act prescribes for Joint Planning Initiatives (JPI) and states that:

*“Two or more neighbouring local authorities may, by written agreement, and after consultation with the provincial planning authority or authorities, prepare integrated development plans jointly or may establish a part, or parts, of their respective areas as a multijurisdictional council service area to facilitate the provision of public services in that part or those parts of the area.”*

The URP Act Section 47 further stipulates that, where a Local Authority does not have capacity to prepare an IDP, it shall be assisted by larger council(s) and/or a Provincial Planning Authority. Chipangali and Kasenengwa Town Councils have resolved to collaborate with CCC to prepare a Joint Integrated Development Plan (JIDP) under the overall supervision of the Authority EPPA. Indeed, pursuant to Section 47(1) of the UPR Act No. 3 of 2015 of the Laws of Zambia, Chipata City Council, Chipangali and

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<sup>1</sup> MLGH Guidelines for the Introduction of Strategic Planning and Management in Councils, November 2012

Kasenengwa Town Councils, represented by the Eastern Province Planning Authority, are legally mandated to prepare a JIDP.

Initiation of the preparation of the JIDP was through Council Resolutions by the respective Councils under minute CMC/PWDRE/57/01/17 for Chipata City Council, CTC/PWDRE/08/11/18 for Chipangali and KTC/PWDRE/131/06/19 for Kasenengwa Town Council. In accordance with the provisions of the URP Act, the general public was informed of the Local Authorities' intention to prepare a JIDP through an advertisement placed in the print media in the Zambia Daily Mail dated 17<sup>th</sup> and 19<sup>th</sup> January 2019.

All three Councils lack a strategic planning and development framework, which makes it difficult for them and other local development agencies to select, design, fund and implement developmental projects. As such, there is no strategy on spatial, economic, and social development resulting in loss of promising developmental opportunities and projects.

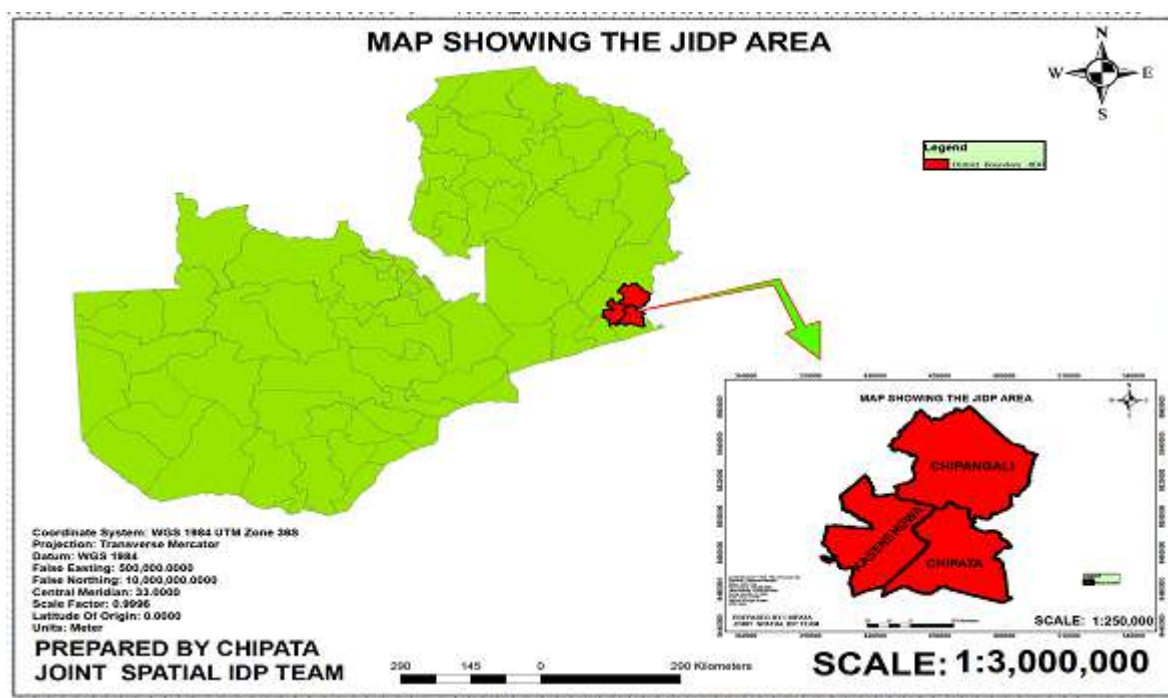
#### **1.1.2. Purpose and objectives of the JIDP**

The purpose of this JIDP is to provide an overall development framework to coordinate planning and budgeting functions of the three local authorities (Chipata, Chipangali and Kasenengwa), working in collaboration with government sectors and donor agencies, Civil Society Organisations (CSOs), and the private sector to improve the quality of life for residents of the JIDP area. The JIDP aims to align district, provincial and national development objectives, strengthen strategic planning capacities at district level, identify area-based development interventions, ensure better coordination and focused budgeting and strengthened performance management and monitoring of development activities. The JIDP integrates the activities of actors, places, programmes and projects in a multi-sectoral and multi-stakeholder coordinated socio-economic, environmental and spatial planning.

#### **1.1.3. Scope of the JIDP**

The planning boundary of the JIDP is the consolidated extent of the land of the Chipata, Chipangali and Kasenengwa districts as defined Government Gazette Notices No. 26 of 2018 and 30 of 2018. The process of developing an IDP for the region started in 2017 before Kasenengwa and Chipangali were created as districts in the Eastern Province of Zambia. Figure 1 below shows the location map and planning extent of the JIDP.

Figure 1: Location Map for the JIDP



The JIDP area is made up of 22 wards;

CHIPATA: Kapata, Kanjala, Msanga, Dilika, Chikando, Kazimule, Khova, Nsingo, Makangila.

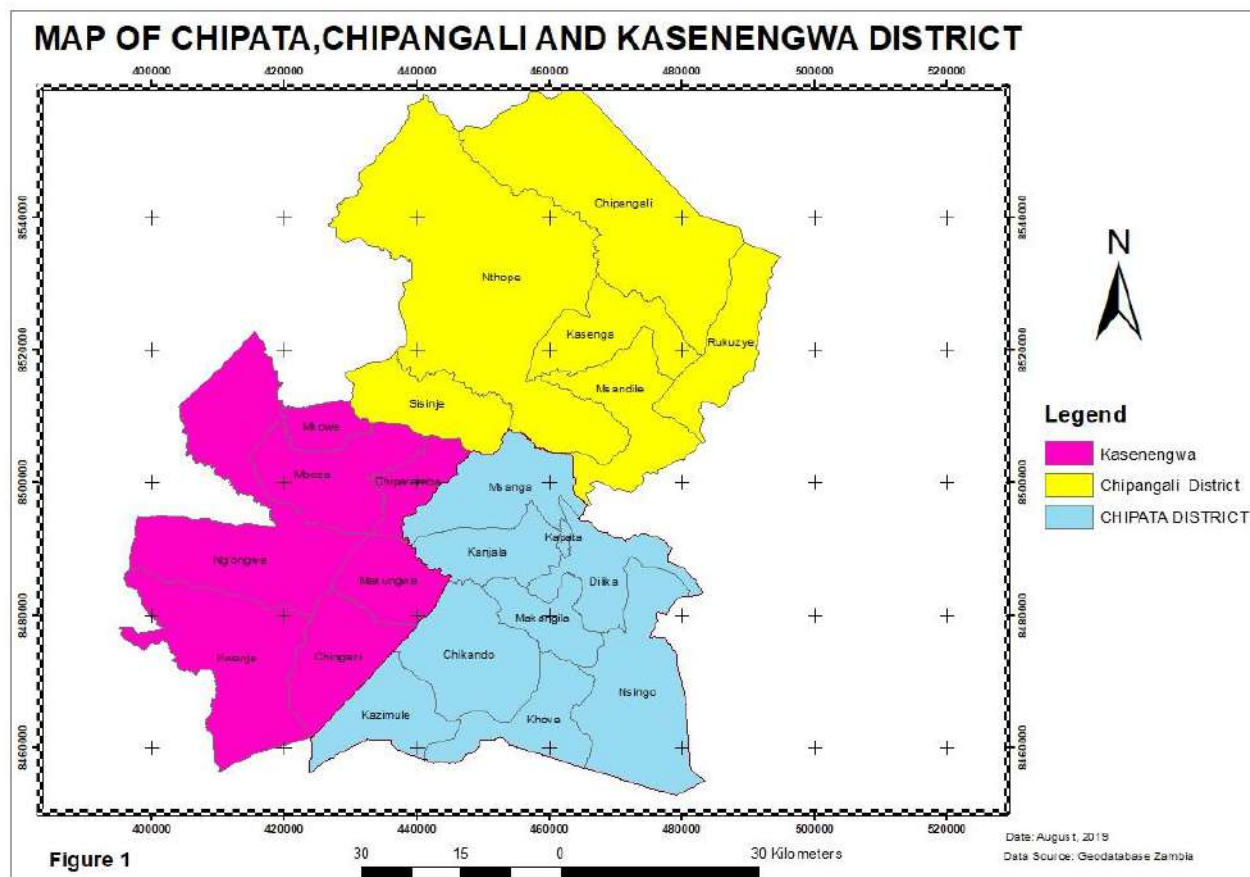
CHIPANGALI: Msandile, Sisinje, Rukuzye, Kasenga Nthope, Chipangali.

KASENENGWA: Mboza, Mkowe, Chiparamba, Ng'ongwe, Kwenje, Chingazi and Makungwa.

See the subsequent figure for the Ward Boundaries.

Figure 2: Ward boundaries in JIDP

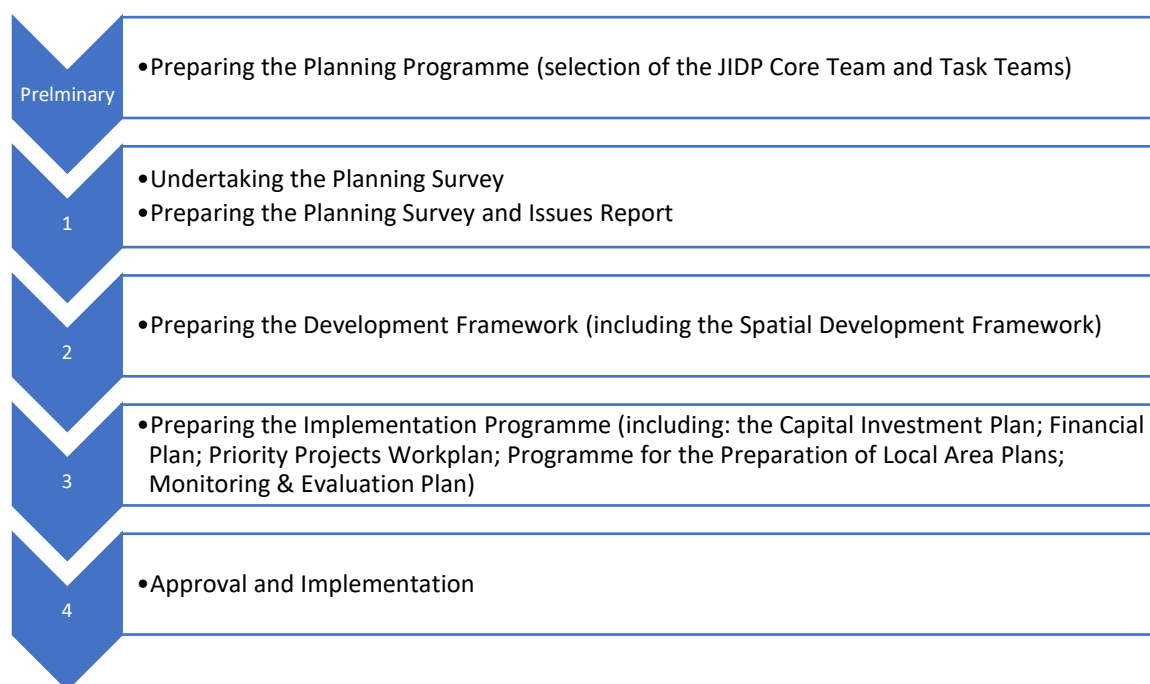




#### 1.1.4. Preparation process of the JIDP

The process of preparation of the JIDP followed the MLG IDP Guidelines (2019) as shown in the schematic diagram in figure 3 below:

*Figure 3: JIDP Implementation Process*



The Planning programme provided a detailed guide of the approaches and methodology for the preparation of the JIDP. The JIDP was prepared using a consultative approach by the IDP Core Team working with the Ward Development Committees (WDCs) in all the three districts. Technical assistance towards the development of public consultation tools were facilitated by CIG Zambia (funded by FCDO formerly DFID). Community workshops and meetings were supported by ZIFLP (funded by the World Bank and the Government of the Republic of Zambia). A variety of data collection instruments were used to collect primary and secondary data. Interviews, focus group discussions, stakeholder consultations and workshops, as well as handheld GPS were the main tools used to collect primary data. Secondary data comprised of government policies and existing spatial analysis tools, such as GRID3, topographic sheets and Zambia Integrated Land Management Systems (ZILMIS). The Public Participation Report submitted together with this Report has detailed information on the methodology and approaches used in preparation of this JIDP.

## **1.2. Context of the JIDP area**

### **1.2.1. Chipata**

Chipata is Zambia's 5th largest city with an estimated area of 1 807 square kilometres and one of the fastest growing cities. The population is estimated at 234,750, growing from 117,375 in 2000 (almost 5% p.a.) during the 2000-2010 inter-censal period. While the population was steadily growing, real incomes, purchasing power and wealth creation did not keep pace with this trend, in part due to

inadequate infrastructure and services to support population growth and business activities. Given Chipata's strategic location as a corridor town surrounded by a rich agricultural and productive hinterland, this high growth rate is expected to continue over the next 10 to 20 years.

Chipata's economy is based on agriculture, quarry mining, trade, and limited value addition to agriculture and cash crop products which includes; cotton, maize, groundnuts, potatoes, soya beans, sunflower, and tobacco. Though much of the crop produce is transported in raw form to Lusaka for processing or exported to neighbouring countries. Chipata strategically shares an international boundary with Malawi border and is a node on the Lusaka-Chipata agricultural corridor. It is also on the major route to Malawi and Mozambique and the Nacala Corridor, promoted by the Common Market for East and Southern Africa (COMESA) and the African Development Bank (AfDB) as Regional Growth Triangle.

Chipata town was elevated to city status in February 2017. As a new City Planning Authority, Chipata City Council must manage rapid growth and urbanisation in the new city boundary; under the Joint Planning initiative, management of urbanisation and growth extended to two other Town Councils namely Chipangali and Kasenengwa, which were delimited out of Chipata district.

### **1.2.2. Chipangali**

Chipangali, is located north of Chipata district and measures 2671 square kilometres. Existing land use and economic activities in the district are mainly agriculture, quarry mining and trading. Chipangali district is characterised by clay soils that are generally good for crop production. Predominantly, the agriculture products include cotton, maize, groundnuts, potatoes, soya beans, sunflower and tobacco. There are unexploited mineral deposits (granite, gold, copper, clay and amethyst), presenting an opportunity for extraction and processing. Chipangali district offers potential for timber harvesting, wood, honey and beeswax. Local communities in the district practice beekeeping, which presents an opportunity to scale up the venture.

### **1.2.3. Kasenengwa**

Kasenengwa district is located on the Western part of Chipata City, along the Great East Road and measures approximately 1817 square kilometres. The district has seven wards, one constituency (Kasenengwa Constituency). The main economic activities are agriculture (cotton, tobacco, maize, sunflower and groundnuts) and livestock rearing.

The JIDP area faces challenges of inadequate infrastructure, hence the opportunity for investment in roads, bridges, residential and office accommodation. There is also a need for infrastructure

investment for water supply and sanitation, commerce, trade, communication, agriculture, health, and education. In terms of opportunities, the JIDP area is endowed with fertile soils, relatively flat terrain and a favourable climate for agriculture and livestock production. It also has a rich cultural heritage and has been selected as the site for a strategic fuel reserve depot and development of a new International Airport. Other strengths include:

- *Availability of land:* The district has ample land for infrastructure and other investment activities, including existing pastoral farming. Natural forest areas are a potential source hardwood timber.
- *Availability of water:* The JIDP area has rivers and a combination of natural and manmade, providing the potential for developing the fishing industry.
- *Favourable climate:* prevailing climatic conditions favour extensive livestock rearing and agricultural activities. However, there is a need to consider the threat of climate change.
- *Strategic Location:* Proximity to markets such as Malawi and Chipata for various raw materials such as maize, cotton, groundnuts and sunflower. There is potential for the district to be linked to Tanzania via Muchinga Province by the construction of the road network.

### **1.3. Outline of the JIDP Report**

The outline of this JIDP Report is outlined as follows:

#### **1. Part One: Introduction and Background**

#### **2. Part Two: Planning Survey and Issues Report**

- Demographic Analysis
- Section and Thematic Analysis

#### **3. Part Three: Development Framework**

- Vision for the Chipata JIDP (including Development Objectives and the Spatial Development Framework
- Capital Investment Programme
- Local Authorities' Financial Plan
- Programme for the Preparation of Local Area Plans and Other Detailed Planning Activities
- Monitoring & Evaluation Plan

#### **4. Part Four: Conclusions**

## **PART TWO**

### **PLANNING SURVEY AND ISSUES REPORT**



## 2. DEMOGRAPHIC ANALYSIS

Demographic analysis for the Planning Survey and Issues Report (PSIR) preparation included, as many activities, the review and analysis of population trends and the projected population growth in the IDP area.

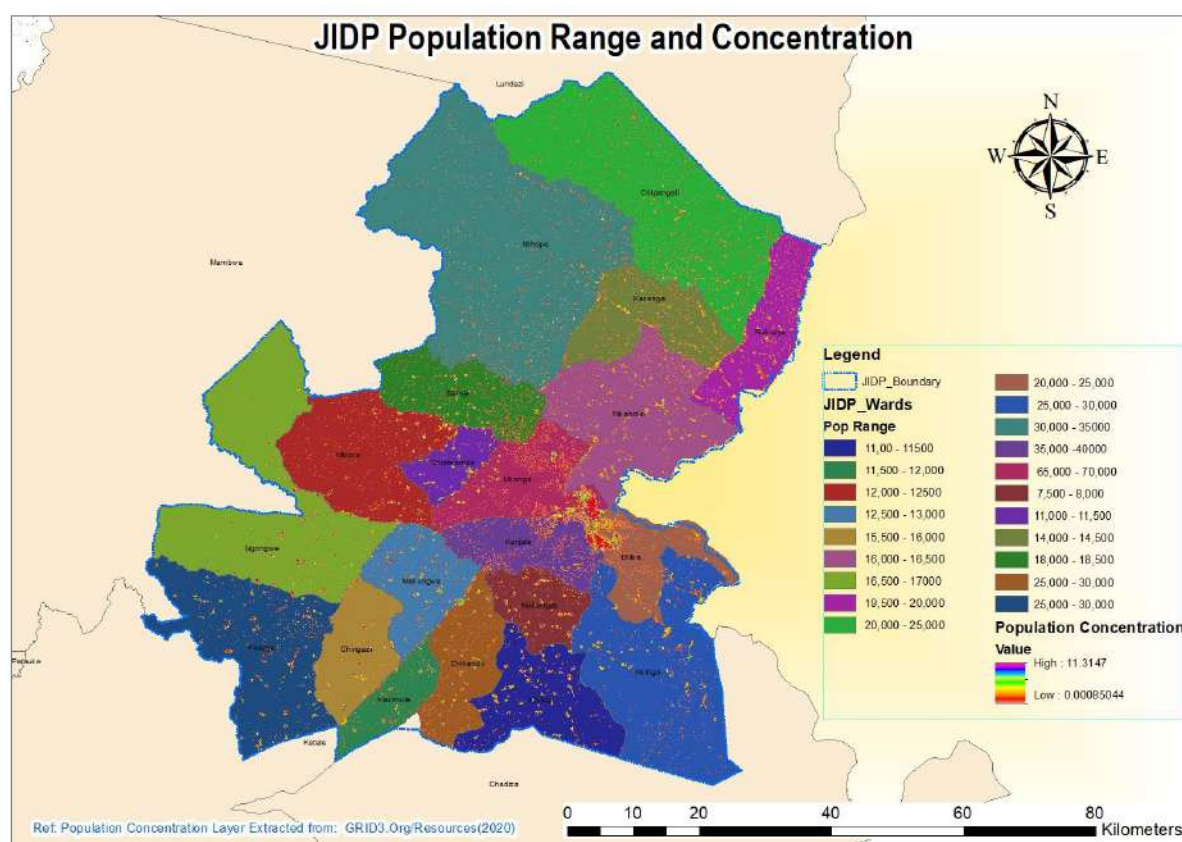
### 2.1. Population Characteristics

This section presents population characteristics in the JIDP area. It looks at the population density, distribution (by age, sex and residency), life expectancy, total fertility rate, age dependency ratio, unemployment, and disability.

#### 2.1.1 Population

The recorded total population in the JIDP area consisting of Chipata, Chipangali and Kasenengwa was 455,783 at the last census. This represents 28% of the total population of Eastern Province (CSO, 2010). The JIDP area is the most densely populated area in Eastern Province and amongst the fastest urbanising regions in Zambia with a population growth rate of 2.6% per year as shown in figure 4 below.

*Figure 4: Population distribution in the JIDP area*



The growth rate for Chipata, Chipangali, and Kasenengwa population is the same as the provincial rate but lower than the national population growth rate. According to the Population and Demographic Projections 2011 – 2035 (CSO, 2010), the estimated population for the Chipata, Chipangali, and Kasenengwa in 2020 stands at 566157

*Table 1: Population distribution for the JIDP area, 2010*

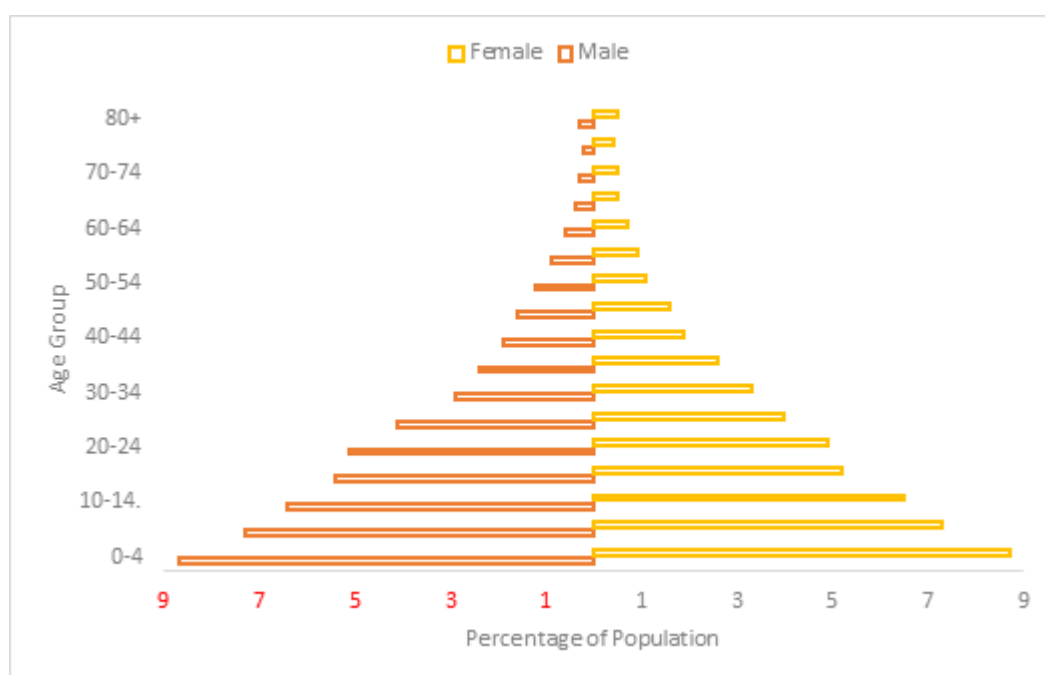
Region	Population (2010)	Annual population growth (%)
JIDP Area	455,783	2.6
Eastern Province	1,592,661	2.6
National	13,092,666	2.8

*Source: Census of Population and Housing, 2010*

### 2.1.2 Population distribution by age and sex

The highest population age group ranges from 0-4 years and the least ranges from 80 years and above. The JIDP's largest portion of the population is the working age group between 18-34 years. The largest portion will need to take into account future demands for schools, decent employment opportunities and social services, including recreation for its young population. Figure 5 below shows the summary of the age distribution by sex;

*Figure 5: Chipata JIDP population distribution by sex and age group*

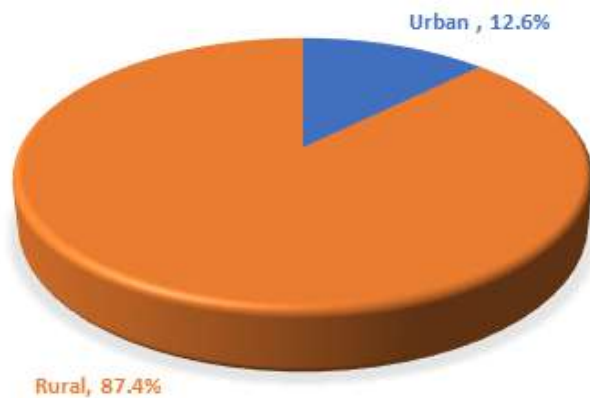


*Source: Central Statistical Office, 2010*

### 2.1.3 Population distribution by residence (urban and rural)

More than 87% (396 531) of the population living in the JIDP area is considered rural with only 12.1% (59,252) being urban, as shown in figure 6 below. Chipata has the highest proportion of residents living in the urban area as compared to Chipangali and Kasenengwa. However, the majority of the population in the region is not serviced with piped water, electricity, sewerage, tarred roads and solid waste management services, among others. In the rural areas, Women and youth lack access to health services and employment opportunities as compared to the urban areas. Future considerations for planning must consider provision of basic municipal and social services to both urban and rural populations in the JIDP area.

*Figure 6: Population distribution by residence*

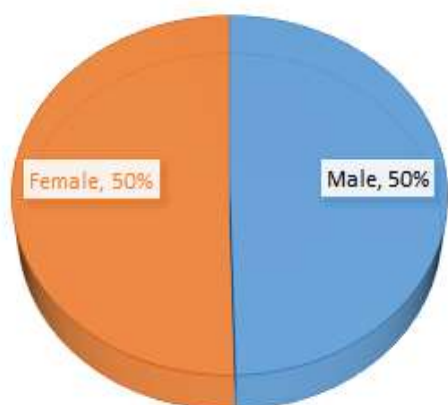


*Source: Central Statistical Office, 2010*

### 2.1.4 Population distribution by sex

The proportion of male to female in the JIDP region is almost 1:1 with the population of females slightly higher than males. When analysed by residence, the data suggests that the proportion of women living in the JIDP areas is 51% (232,449), compared with 49% (223,334) of men. The trend is projected to continue until 2030. The figure below highlights the population distribution by sex in the JIDP region.

Figure 7: Population distribution by sex

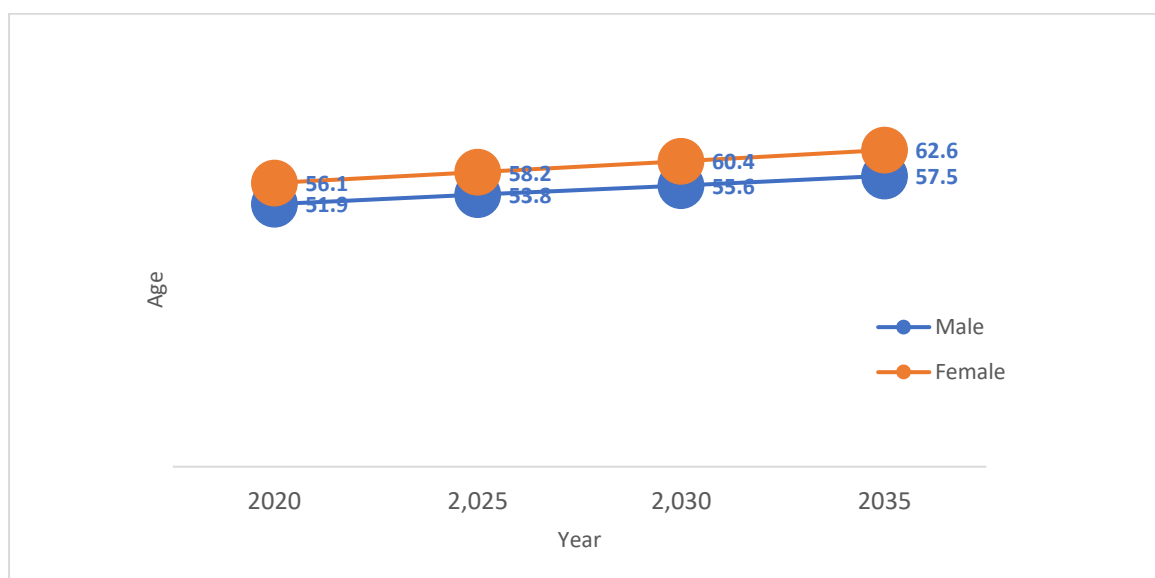


Source: Central Statistical Office, 2010

### 2.1.5 Life expectancy

The life expectancy for both men and women in the JIDP in 2020 stood at 51.9 years and 56.1 years, respectively (see the figure below). The average life expectancy in the JIDP area is higher than the national average of 54 years. It is projected that life expectancy among women will increase by an average of 6 years by 2035 (CSO 2010). This improvement in life expectancy is likely to raise through strengthened health care systems and general improvements in the quality of life, a variety of social, environmental and economic improvements in the region.

Figure 8: Chipata JIDP life expectancy at birth trends

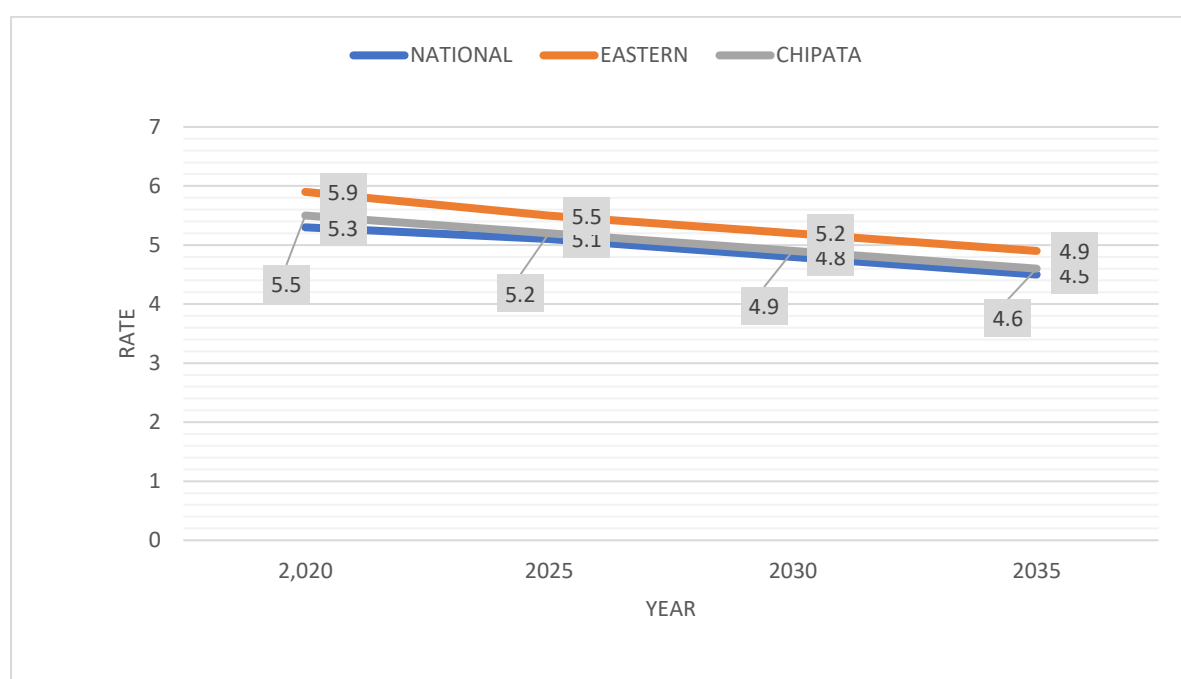


Source: Census of Population and Housing, 2010

### 2.1.6 Total fertility rate

The fertility rate for the JIDP area is 5.5, which is higher than the national average of 5.3, but lower than the provincial average of 5.9. This rate for the JIDP area is projected to drop to around 4.5 by 2035 due to changing social and cultural practices as well as gender roles. Other factors include access to education, access to family planning services, and changes in lifestyle and technology. However, the fertility rates in rural areas is likely to remain relatively higher particularly in Chipangali and Kasenengwa, which are predominantly rural as compared to Chipata.

Figure 9: Chipata JIDP total fertility rate



Source: Census of Population and Housing, 2010

### 2.1.7 Age dependency ratios

According to the World Bank (2018), the total dependency ratio for Zambia was 88.8%. This indicates a 11.2% point drop in total dependency ratios between 1969 and 2018. In other words, the proportion of the population from age 0-14 and 65+ that depend on the population in the active age group 16-55 has reduced. In the case of the JIDP area, this could be attributed to the fact that the majority of the population is rural, and households comprising of small scale planners depend on cultivating the land for survival.



### 2.1.8 Employment

The main sources of formal employment in the region Local Authorities, government departments and chain stores. The majority of the population in the JIDP area is involved in agriculture and some form of informal self-employment such as small business and transport.

Unemployment in the JIDP area, which is at 11.6%, is higher than the provincial average of 8.6%, but lower than the national average of 13.19% (Census Population of Housing, 2010). Formal employment opportunities are scarce due to the inadequate vibrant manufacturing sector and a highly developed service sectors.

*Table 2: Unemployment rate for the population in the JIDP area*

Region	Rate of Unemployment
JIDP Area	11.6
Eastern Province	8.6
Zambia	13.19

*Source: Census of Population and Housing, 2010*

Despite the increase in the number of players in the services sector, particularly trading places, financial institutions, and small businesses, the percentage of youth with access to decent employment opportunities remains low. A further analysis of the data suggests that young women are more likely to be employed in the service sector than men in the same category.

### 2.1.9 Disability

The proportion of the population that is regarded as living with disabilities is less than 2% in the JIDP area. The prevalence of disability in Zambia was estimated at 7.7%; 7.2% is the average in rural areas and 8.5% is the average in urban areas. Eastern province had the lowest prevalence at 8.2% (Zambia Statistical Agency, 2015). The most notable disability is physical disability, accounting for about 60% of known disabilities in the population of the JIDP area.

*Table 3: Disabled population by Rural/Urban*

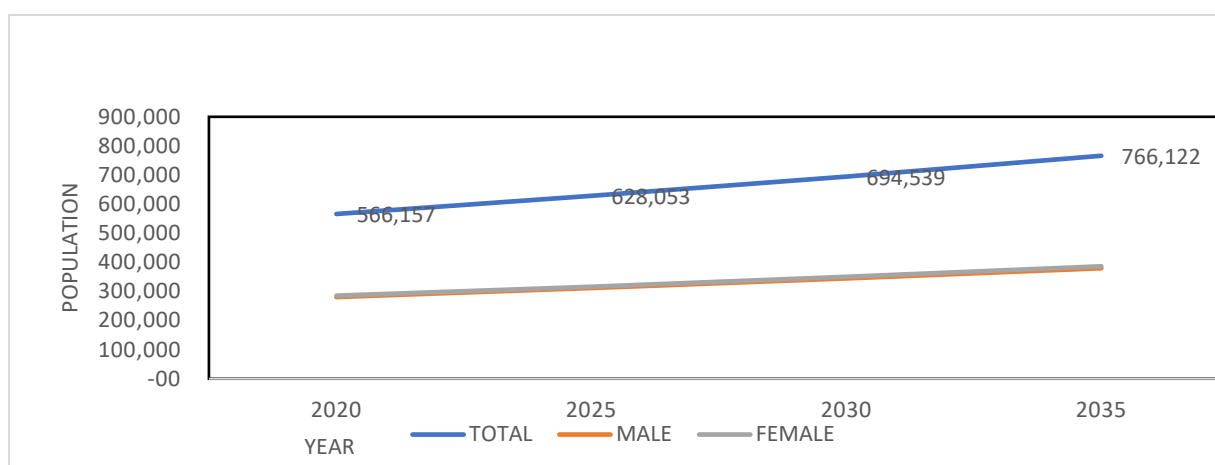
Region	Rural	Urban	Total
JIDP	7,248 (82.1%)	1,579 (17.9%)	<b>8,827</b>
Eastern Province	29,105 (91.4%)	2,733 (8.6%)	<b>31,838</b>
Zambia	113, 061 (45%)	138,186 (55%)	<b>251,247</b>

Source: Census of Population and Housing, 2010

## 2.2 Projected Population and Likely Characteristics

The Zambia Statistical Agency's (ZSA) projected population for the JIDP area in 2020 is 566,157 and is projected to increase to 766,122 by 2035 (CSO, 2010). Like many other urban centres in Zambia, Chipata City is one of the fastest urbanising areas and is ranked as number 4 from Lusaka, Kitwe and Solwezi (MLG, 2019). The population of the JIDP area is estimated to steadily grow at a rate of 2.65% until 2035.

Figure 10: Chipata JIDP area population projection trend (2020-2035)



Source: Census of Population and Housing, 2010

Table 4: Chipata JIDP population and projections (2020-2023)

CHIPATA JIDP AREA POPULATION AND PROJECTION (2020 - 2035)						
TOTAL POPULATION BY SEX, AGE (5 YEAR AGE GROUP) AND YEAR OF PROJECTION						
YEAR: 2020				YEAR: 2025		
AGE GROUP	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
Total	566,157	280,779	285,378	628,053	311,621	316,432
0-4	98,291	49,277	49,014	104,096	52,081	52,015
5-9.	82,655	41,336	41,319	88,946	44,394	44,552
10-14.	72,581	35,970	36,611	81,415	40,386	41,029
15-19	59,806	30,307	29,499	69,836	35,263	34,573
20-24	56,090	28,627	27,463	56,035	28,376	27,659
25-29	45,781	23,207	22,574	52,957	27,220	25,737
30-34	34,656	16,244	18,412	42,629	21,558	21,071
35-39	28,515	13,540	14,975	30,703	14,444	16,259
40-44	21,697	11,019	10,678	25,527	11,982	13,545
45-49	18,171	9,089	9,082	19,595	9,560	10,035
50-54	12,868	6,582	6,286	16,890	8,550	8,340

CHIPATA JIDP AREA POPULATION AND PROJECTION (2020 - 2035)						
TOTAL POPULATION BY SEX, AGE (5 YEAR AGE GROUP) AND YEAR OF PROJECTION						
YEAR: 2030				YEAR: 2035		
AGE GROUP	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
TOTAL	694,539	344,530	350,009	766,122	379,687	386,435
0-4	110,377	55,110	55,267	117,310	58,452	58,858
5-9.	95,142	47,363	47,779	101,785	50,538	51,247
10-14.	87,916	43,500	44,416	94,360	46,538	47,822
15-19	78,748	39,756	38,992	85,334	42,936	42,398
20-24	65,836	33,168	32,668	74,578	37,522	37,056
25-29	53,063	27,055	26,008	62,670	31,786	30,884
30-34	49,627	25,471	24,156	49,938	25,422	24,516
35-39	38,139	19,393	18,746	44,725	23,089	21,636
40-44	27,657	12,866	14,791	34,585	17,428	17,157
45-49	23,273	10,466	12,807	25,372	11,310	14,062
50-54	18,302	9,048	9,254	21,818	9,963	11,855

55-59	10,289	5,029	5,260		11,280	5,655	5,625		55-59	14,874	7,384	7,490		16,194	7,850	8,344
60-64	7,301	3,493	3,808		8,867	4,362	4,505		60-64	9,762	4,933	4,829		12,922	6,472	6,450
65-69	4,951	2,247	2,704		6,342	2,805	3,537		65-69	7,696	3,508	4,188		8,474	3,977	4,497
70-74	4,502	1,803	2,699		4,081	1,836	2,245		70-74	5,243	2,300	2,943		6,358	2,881	3,477
75-80	3,237	1,171	2,066		3,694	1,295	2,399		75-80	3,305	1,316	1,989		4,253	1,646	2,607
80+	4,766	1,838	2,928		5,161	1,855	3,306		80+	5,581	1,895	3,686		5,446	1,877	3,569

Population growth in the JIDP area is also driven by the movement of people from rural to urban areas in search of opportunities such as employment, business, and access to quality health and education. Improved maternal care is another factor that is contributing to the population growth in the JIDP. Infrastructure Development in urban areas attract people from all parts of the of the JIDP Area in search of employment and some of them do not return to their usual places of residence even once they are out of employment. This adds to the projected growth rate in the JIDP region and, more particularly, the population of Kasenengwa and Chipangali will grow at a rate faster than Chipata due to the establishment of district facilities, such as hospitals, local court, housing for public service workers and district administration offices.

Currently, Chipangali and Kasenengwa are predominantly rural and the population accesses services such as banks and healthcare in Chipata. Over the next 10 years, with the construction of district hospitals and other government offices, as well as the growing trend among the private sector to set-up manufacturing businesses in the two districts, the proportion of the population considered rural will decrease as urban areas emerge. A reduction in the proportion of the population considered rural will require more services, such as electricity, water, education and financial services around the urban settlements.

In the recent past, Zambia has invested heavily in maternal education and services to reduce the number of stillbirths in both urban and rural centres. The role of CSO in promoting access to ante-natal and postnatal care for babies and women has also contributed to the improved access to quality health care among women. It is projected that Chipata will be more densely populated than Chipangali and Kasenengwa over the next 10 years due to the growth in commerce and improvement in services such as health and education (i.e. specialised medical services and tertiary education, respectively).

Access to modern Information Communication Technology (ICT) is also contributing to the population growth rate, as more young people migrate to urban areas where they can access technologies for business and personal development. Access to mobile phones and the internet remains relatively poor in rural areas despite advancements in ICT.

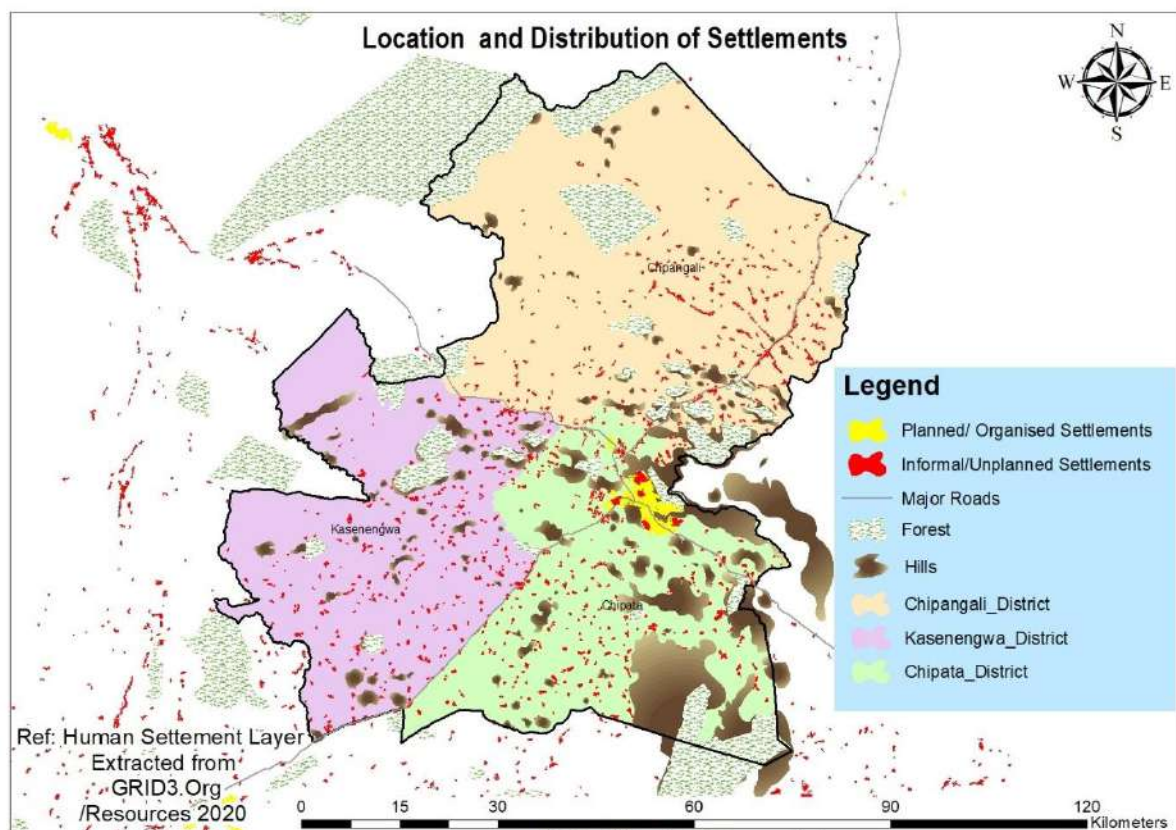
### **2.3 Spatial Analysis – The impact of the continuation of existing population trends on land use and population distribution**

Spatial layout and growth are characterised by an axial development along the major roads that run through the urban core and spread out in various areas. A range of hills surrounds Chipata with its peripheral areas. The hills restrict developments as the road network generally defines developments.

The layout of major roads in combination with the geographical conditions in the JIDP area has led to spatial growth along major roads. Growth in other rural areas in the JIDP area has been limited, with only a handful of smaller settlements emerging along the few major roads, including the Great East Road, Lundazi Road, Mfuwe Road, Msoro Road among others, running south towards Lusaka and in the northern direction.

Human settlements and activities in the JIDP area are distributed along the main roads due to the relatively flat terrain. In the last 10 years, it has been observed that settlements are sprawling towards the Chipata central business area, resulting in informal settlements with high population densities. Expansion towards the hills, which are ecologically sensitive areas, has also been on the rise. Growing urban land scarcity for agriculture has resulted in households cultivating in the hillsides. Over the next 10 years, with an increase of over 199,965 people in the JIDP area, population density will increase with more people living in informal settlements on land previously under customary tenure and also within the central business areas of the three districts. In the rural parts of the JIDP area, which include most parts of Kasenengwa and Chipangali, there is a very low rate of infrastructure growth.

*Figure 11: Location and Distribution of Settlements in the JIDP Area*



To achieve sustainable spatial growth, sustainable plans will be required to guide opening up of additional development areas, paying particular attention to sensitive peri-urban areas and traditional land. Chipangali is still preparing to identify and confirm its town centre, whereas Kasenengwa has a township boundary in place.

Additionally, Local Area Plans will be developed across the JIDP area where possible to respond to various issues resulting from population growth, environmental protection, job creation and manufacturing.

Urban food prices are expected to soar in the region in the next 10 years due to loss of agricultural land to mining, human settlements, and other activities. In order to maintain good health, corresponding programmes will be needed to mitigate prices of food from soaring to points where households can no longer manage to meet those needs.

Population growth in the region is already having a negative impact on ecologically sensitive areas such as the hills that serve as water recharge areas and catchment areas. Households have continued to cultivate along these hills due to increasing urban land scarcity especially for households that depend entirely on rain fed agriculture. Similarly, protected forests have been encroached for agricultural purposes, charcoal burning and firewood, which will result in environmental degradation and loss of biodiversity in the region. As such, there is need to design deliberate programmes and projects to protect the hills and protected forests.

### 3 **SECTOR AND THEMATIC ANALYSIS**

This section presents an overview of the existing government policies, plans that have significant effect on the development policies and strategies proposed in the JIDP and an analysis of specific issues in the JIDP area. A thematic and detailed analysis of the social, economic, environmental and natural factors are analysed spatially. Under each thematic area, the document will look at specific sectors ranging from human settlements and land tenure, health, education, agriculture, tourism, transportation, industry and manufacturing, culture and heritage, climate change and disaster, gender and youth to environment.

#### **3.1 Overview of existing Government Policies and Plans**

To ensure complete vertical and horizontal alignment with national values and principles, several policies and plans were examined and their implications at the local level have been identified for consideration when designing strategies. Note that these government policies and plans are referred to in the Development Framework, including the Spatial Development Framework, of this JIDP Report (sub-sections below). Table 8 below shows selected key government policies and plans;

*Table 5: Overview of key government policies and plans*

Document	Description	JIDP Implications
Sustainable Development Goals (SDGs)	The SDGs are a call for action by all countries – poor, rich and middle-income – to promote prosperity while protecting the planet. They recognise that ending poverty must go hand-in-hand with strategies that build economic growth and address a range of social needs including education, health, social protection, and job opportunities, while tackling climate change and environmental protection.	In aligning to the SDGs, the JIDP indicators should be disaggregated, where relevant, by income, sex, age, race, ethnicity, migratory status, disability and geographic location, or other characteristics, in accordance with the Fundamental Principles of Official Statistics, this will be key in tracking the region's attribution to meeting that Zambia's targets towards the global goals.
Vision 2030	A key national document provides a long-range development aspiration of making Zambia a prosperous middle-income nation by 2030.	The JIDP to align its, development policies, objectives and strategies
7th National Development Plan 2017 - 2021	Zambia's current development plan document that provides for a multi-sectoral approach to development. The plan has five (5) strategic development focus areas namely: (i) Economic Diversification and Job Creation; (ii) Poverty and Vulnerability Reduction; (iii) Reducing	JIDP to directly align with the 7NDP themes and contribute to the realization of the plan. Development Policies to be aligned to themes for purposes of



	Developmental Inequalities; (iv) Enhancing Human Development; and (v) Creating a conducive governance environment for diversified and inclusive growth.	measuring contributions of the JIDP to national development.
Decentralisation Policy	This is Zambia's commitment to achieving a fully decentralized and democratically elected system of governance characterised by open, predictable and transparent policy making and implementation processes at all levels of the public service.	JIDP must ensure that local context and systems are taken into account when designing proposals and strategies.
National Climate Change Policy	<p>This Policy provides for home grown initiatives targeted at minimising the impact of climate change on national development. It also provides stakeholders with a single framework on how to tackle climate change and vulnerability in Zambia.</p> <p>Zambia has developed various other climate change-related policies, strategies, projects and programmes. These include:</p> <ul style="list-style-type: none"> <li>· Second National Communication to the United Nations Framework Convention On Climate Change (2004);</li> <li>· National Policy on Environment (2007);</li> <li>· National Climate Change Response Strategy (NCCRS, 2010);</li> <li>· National Forestry Policy (2014);</li> <li>· National Energy Policy (2008), National Agriculture Policy (2014);</li> <li>· National Transport Policy (2002);</li> <li>· National Strategy for Reducing Emissions from Deforestation and Forest Degradation (REDD+, 2015);</li> <li>· Second National Biodiversity Strategy and Action Plan (NBSAP2) and National Adaptation Plan of Action on Climate Change (NAPA) (2007);</li> <li>· Technology Needs Assessment (TNA, 2013); and</li> <li>· Nationally Appropriate Mitigation Actions (NAMAs)</li> </ul>	JIDP to take into account climate change mitigation and adaptation measures. Gender must be analysed critically when designing proposals and strategies.
Disability Policy	This policy provides for the consideration of persons living with disability and it aims to ensure that persons living with disabilities live decent and productive lives without any barriers. It promotes equal opportunities for all in the provision of basic needs and human wants.	JIDP to ensure equitable access for persons with disability when designing proposals and strategies including public consultation.

Gender Policy	A policy designed to ensure the attainment of gender equality in the development process by redressing the existing gender imbalances in the nation, providing equal opportunities for women and men to actively participate and contribute to, as well as equitably benefit from national development.	JIDP must ensure voices of women are heard and are accorded equal opportunity in identifying issues and priorities for their communities including active participation in all consultations.
Housing Policy	A policy to guide the development of adequate affordable housing for all income groups in the country.	The JIDP to prioritise housing and its related services when making proposals for human settlements.
Industrialisation Policy	This is a policy that sets out guidelines and regulations that the government should follow and implement in order to attain industrial development. It aims to stimulate growth, diversification, upgrading and competitiveness of Zambia's manufacturing sector.	The JIDP area has huge potential for manufacturing sector. Proposals must take into account elements that create an enabling environment for businesses to thrive.
National Cultural Policy	A policy document aimed at facilitating participation by all in the creation and enjoyment of our cultural wealth.	The JIDP to respect and recognise culture and heritage in designing of proposals and strategies
National Trade Policy	The National Trade Policy aims to enhance domestic trade and ensure effective participation of private sector players in regional and international trade. The policy highlights the importance of eliminating barriers to trade and providing an enabling environment in which the private sector thrives.	The JIDP must take into account proposals on enhancing or facilitate trade. The JIDP must promote production for export and diversification of the economy.
The National HIV/AIDS Policy of 2005	The National HIV/AIDS Policy of 2005 includes the following guiding principles, amongst others: <ul style="list-style-type: none"> <li>• The protection and promotion of human rights, equality before the law</li> <li>• freedom from discrimination</li> <li>• The promotion of gender equality; and</li> </ul> The participation of people living with HIV in the national response.	The JIDP must put in place effective strategies for mitigating the impact of HIV and AIDS on the development agenda of the region.
The Health Policy 2012	The Health Policy 2012 sets out the government's commitment to provide equitable access to cost-effective and quality health services as close to the family as possible in a caring, competent and clean environment. It recognizes the importance of, amongst other things, an enabling legal framework and acknowledges the importance of addressing emerging issues such as communicable and non-communicable diseases, health systems strengthening, gender equality, globalisation and climate change.	The JIDP needs to ensure that it meets the guiding principles of the policy that include ensuring equitable access to healthcare for all the people of Zambia, regardless of their geographical location, gender, age, race, social, economic, cultural or political status as well as ensure affordability of healthcare services to all, taking into account the socio-economic status of the people. The policy emphasises measures to "scale-up prevention and control services among

		vulnerable and high-risk groups” for HIV.
The National Population Policy 2007	The National Population Policy 2007 aims to, amongst other things, integrate population variables, reproductive health, gender, and HIV into development planning and programme implementation processes, especially in education, health, and agriculture.	
The National Youth Policy (2015)	The National Youth Policy (2015) aims to ensure the development of young people and deals with various issues, including gender issues, health, HIV and AIDS.	The policy stresses the importance of active participation of young people in decision-making processes, policy development, programming and project implementation, the JIDP needs ensure compliance of these expectations.

### 3.2 Economic Environment

This section looks at the key economic programmes and sectors in the JIDP area by providing the state of development, availability, and quality of services.

#### 3.2.1 Key Government priorities being (and to be) implemented at a local level

The major government priorities in the region under the 7NDP and the Local Economic Development Programme by the MLG are as follows:

1. Creating an enabling business environment for large-scale investments following the closure of the bicycle plant;
2. Strengthening agricultural productivity through value addition;
3. Improving access to information on business processes and systems in the region to overcome lengthy processes and procedures on business entities in the district;
4. Building the capacity of local businesses to participate in meaningful trade; and
5. Strengthening spatial planning and development control to achieve the highest and best use of land.

#### 3.2.2 Tourism

The JIDP area is endowed with a number of tourism attractions. These include traditional ceremonies, rock paintings as well as mountainous terrain for mountain climbing. The JIDP area has two main tribes- namely, Ngoni and Chewa. It is notable that traditional ceremonies play an important role in

bringing income to the region. The two main traditional ceremonies are Nc`wala traditional ceremony of the Ngoni speaking people and the Kulamba traditional ceremony of the Chewa speaking people. Table 9 lists the historical sites available in the area.

However, most of the sites are not protected from trespassers. The accessibility to sites is very important in realising their potential. Moreover, most of the rock paintings around the JIDP are on high hills, thereby limiting accessibility to vulnerable groups.

In recent years, the JIDP area has seen growth in the tourism sector, which has been stimulated by investment in the tourism facilities such as hotels and lodges and the rehabilitation of the airport. However, tourism in the JIDP area is limited. Currently, visitors transit through Chipata to Mfuwe and Malawi due to inadequate information on tourist sites in the region and the poor state of infrastructure. Due to this, most tourists who currently visit spend most of their time in places such as Mfuwe National Park in Mambwe District. Therefore, there is need to protect and publicise the historical sites to capture the tourism potential. Due to lower value tourism products in comparison to other areas such as Mambwe District and neighbouring Malawi, there is need to develop tourism products in conjunction with the more established areas.

In terms of tourism accommodation, the region currently has one hotel namely, Protea Hotel and more than 46 lodges and guest houses that can cater for various income groups. The majority of modern accommodation facilities are located in Chipata district and mostly accessed by people in the higher income brackets due to the cost of services.

In the coming years, the number of people visiting the JIDP area is likely to increase due to improved transportation infrastructure between the tourist sites and accommodation as well as the opening of the international airport proposed in Kasenengwa.

*Table 6: Tourism sites in JIDP Area*

#	Name of the Site	Location			Status
		Ward	Chiefdom	District	
1	Rukuzye Rock Paintings	Rukuzye	Chanje	Chipangali	Paintings are visible but site not protected
2.	Zawi Rock Paintings	Msandile	Mshawa	Chipangali	Paintings are visible but site not protected and needs a stairway for ease of access
3	Mkoma	Kwenje	Nzamane	Kasenengwa	Fully protected by Zambia National

					Service and the paintings are visible
4	Thanthwe	Chikando	Nzamane	Chipata	Paintings are Visible but not Protected
5	Katololo	Nsingo	Mpezeni	Chipata	The site is vandalised, part of the rock is cut off

Source: JIDP, 2020

Table 7: National Heritage Sites in the JIDP Area

#	Name of the Site	Description of the Site	Location			Status
			Ward	Chiefdom	District	
6	Fort Young (Fwaya)	Fort	Nsingo	Mpezeni	Chipata	Protected
7	Feni Royal Burial Sites	Burial site for Paramount Chief Mpezeni I, Ntutu Jere)	Nsingo	Mpezeni	Chipata	Protected
8	Feni Royal Burial Sites	Burial site for chief Mpezeni II, Nsingo Jere	Nsingo	Mpezeni	Chipata	Site Protected
9	Feni Royal Burial Sites	Burial site for chief Mpezeni III, Pontino Jere	Nsingo	Mpezeni	Chipata	Site Protected
10	Martin Phiri Visual Art Centre	Prominent visual artist, founder of (ZNVAC)	Kanjala	Mpezeni	Chipata	Site Protected
11	Chipata Mosque	One of the oldest Mosque in Zambia (1963) Down shops)	Kapata	Mpezeni	Chipata	Site Protected
12	Chipata Golf Club House and the Golf	Oldest golf course	Kanjala	Mpezeni	Chipata	Site protected
13	1940 Government Buildings	Oldest district Administration offices built by the British in 1940 (Fort Jameson)	Kapata	Mpezeni	Chipata	Site is protected and still being used as offices by the District Administration and High Court
14	Nsingo Museum	Showcases the Ngoni cultural heritage of Eastern Province	Nsingo	Mpezeni	Chipata	In dilapidated state with no sanitary facilities

Source: JIDP, 2020

### 3.2.3 Mining

The area has deposits of minerals, such as copper, zinc, aluminium but these remain unexplored and unexploited. The Land Use Map in Section 3.4.7 (figure 21) shows the mining activities in the region. If these minerals are explored, living standards in the JIDP may be lifted as a result of job creation and improved road access, leading to increased movement of goods and people.

Currently, mining activities are restricted to quarrying of rocks for building and road construction.

The following are the known companies conducting mining activities in the JIDP area:

*Table 8: Mining companies operating in the JIDP area*

Name of Mining Company	Product	Scale of Production	District
Sable	Quarry	Medium	Chipangali
Benn Hurt	Dimensional Stones	Small	Chipangali
Kuma Investments	Dimensional Stones	Small	Kasenengwa

*Source: JIDP, 2020*

It is worth to note that the environmental impacts from mining operations are significant and quite often severe, especially in towns that lack adequate management of the sector. The main environmental problems associated with mines in Zambia are pollution of air, soil and water, geotechnical issues and land degradation. The contribution from old mining legacy sites have shown to be minor compared to current mining operations.

The JIDP will need to strengthen the regulatory framework and mitigating the most acute environmental and social problems lingering from historical mines. Proposals for future mining in the district will need to focus on better management of the active mines. It is suggested to take actions to better implement existing environmental legislation, improve the quality of Environmental Impact Statements and Management Plans, implement a strategy for good water governance, and to improve technical and geo-scientific knowledge (capacity building) for relevant authorities.

### 3.2.4 Manufacturing

The JIPD area produces agricultural products, such as soya beans, honey, groundnuts, mangoes, cotton, tobacco, and maize. There is little conversion into value added finished products.

There is a small manufacturing industry sector operating in the JIDP area. Further, most of the manufacturing industries are located in Chipata; due to this, many people are leaving rural areas in search of employment opportunities in the industries. To minimise the migration of people from rural

areas to the urban area, it is important to distribute industries to rural areas, which are producing raw materials. More investment needs to be directed towards the establishment of large-scale industries that will add value to locally produced crops, such as soya beans, maize, cotton, tobacco, groundnuts.

### 3.2.5 Financial institutions

The JIDP area is served by 10 Commercial Banks and 6 Insurance Companies that provide various insurance covers ranging from general insurance to life assurance policies all operating in Chipata district. The other two districts have no banking facilities. The companies include: Zambia State Insurance Company (ZSIC); Madison General Insurance; Professional Insurance; Goldman Insurance; African Life Insurance; and Diamond Insurance. The presence of Commercial Banks and Insurance Companies indicates that the region's economic activities are able to generate sufficient income and that the money in circulation is bankable. The table below shows the Commercial Banks operating in Chipata district;

*Table 9: Commercial Banks in Chipata*

#	Name of the Bank	Location in Chipata
1.	Zambia National Commercial Bank	Town Centre
2.	Zambia National Savings and Credit Bank	
3.	Zambia National Building Society	
4.	Atlas Mara	
5.	Investrust Bank	
6.	ABSA Bank	
7.	First National Bank	
8.	Indo Zambia Bank	Hospital Rd
9.	Cavmont Bank	Down Shops
10.	Stanbic Bank	

Source: JIDP, 2020

Most businesses find it difficult to borrow from Commercial Banks because of insufficient collateral and high interest rates ranging from 35% to 40%. Fluctuations in the currency make borrowing from banks expensive as most loans are tied to the US dollar. Large scale businesses indicated that they find it cheaper to borrow from abroad where interests are lower than local Commercial Banks.

### 3.2.6 Trade and commerce

The JIDP area has a total of 10 major markets, of which 8 are located in Chipata district. Chipangali and Kasenengwa districts have one each. The status of the other markets is unclear. Regarding market stalls, only 22% are functional, 30% are non-functional, and the status of the remainder is unknown. The low revenue by the council from fees and levies can be attributed to the low utilisation of the markets and the poor state of infrastructure. Less than 50% of the shops and market stalls are currently generating revenue for the Local Authorities. Table 13 below shows that only 40% of the available retail shops in markets are operational and 38% are non-operational;

*Table 10: Operation and Non-Operational Shops, Stands & Benches*

Shops			Stands & Benches		
<i>Operational</i>	<i>Non-operational</i>	<b>Total</b>	<i>Operational</i>	<i>Non-operational</i>	<b>Total</b>
1,044 (51.4%)	988 (48.6%)	<b>2,032</b>	380 (43.1%)	501 (56.9%)	<b>881</b>

*Table 11: Status of Markets in the JIDP Area*

#	Location	Shops			Stands & Benches		
	Name of Market	Operational	Non-operational	Total	Operational	Non-operational	Total
1	Nabvutika	x	x	186	x	x	240
2	Saturday Market	272	208	480	x	x	265
3	Modern Market	369	553	922	189	346	535
4	Kapata	283	136	419	170	149	319
5	Bus Station	32	x	32	x	x	x
6	Chisitu	88	91	179	21	6	27
7	Kaumbwe	x	x	196	x	x	200
8	Magazine	x	x	178	x	x	109
9	Mgubudu Market	x	x	x	x	x	x
10	Chiparamba Giveway market	x	x	x	x	x	x
11	Kapasa	x	x	x	x	x	x



12	Early – Early	x	x	x	x	x	x
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*Note: x = unknown*

With the growth in population, increased economic activity, and rapid rural urban migration in search of employment opportunities, there is a need to rehabilitate the markets and ensure zero vacancies in all market stalls and shops across the region before more markets can be constructed. The current market infrastructure is generally old and needs upgrading to modern standards. The high number of non-operational stands in the market is due to inadequate financial capacity by Local Authorities to invest in maintenance and expansion of markets. The proportion of Local Authorities' own income is insignificant due to inadequate capacity to generate revenue.

The JIDP area presents several business opportunities, partly because of it being on the Nacala Trade Corridor and would benefit from the planned rail route to the Nacala Deep-Water Port in Mozambique, which would significantly increase trade connectivity. The district therefore holds the potential to establish a dry port at Chipata railway station and could consider a private public partnership to overcome the financial constraints that have hindered this project from taking off. The recent complete rehabilitation of the T4 road from Luangwa Bridge to Mwami border has made it much easier to transport people and goods, thereby further opening up business opportunities in the region.

The JIDP is also closely located to the world-class Luangwa Valley tourism infrastructure in terms of parks and game management areas in Mambwe district – about 120 kilometres away. A planned rail link to Serenje on the TAZARA railway line (linking Dar es Salaam and Lusaka) is also proposed, though currently put on hold indefinitely. A feasibility study is currently underway by the Ministry of Housing and Infrastructure Development. Furthermore, the identification and establishment of a dry port at Chipata railway station will improve cargo movement as well as increase rural and urban infrastructure development and tourism infrastructure in parks and game management areas are underway.

There are several other building blocks for business development in the JIDP area, although setting up the business infrastructure seems to be largely driven by the local Councils, which are financially constrained. These include the development of an industrial park, the one-stop-shop at Mwami border (the Local Authority provided land) that provides various services, the establishment of a proposed shopping mall, and the redevelopment of the council owned Chipata Motel into a larger hotel establishment through a Public-Private Partnership (PPP) model.

The provincial energy depot under construction in Kasenengwa district, with a planned volume of one million litres of fuel will bring stability in the fuel supply. The Government also plans to establish a 400 hectares multi-facility economic zone.

### **3.2.7 Agriculture**

Agriculture is the main economic activity in the region and the major employer. Output from the sector is from crop production, livestock and fisheries.

The main players in the sector are households, SMEs and commercial farmers. The main crops in the region are as maize, groundnuts and soya beans. The common livestock in the region includes cattle, goats, and pigs.

The JIDP priorities in the sector are: Increasing farmers' incomes through the promotion of climate smart agriculture practices in the management of crops, livestock and fisheries. The idea is to diversify agricultural production beyond government traditionally supported crops like maize. This is in response to the threats caused by climate change.

In a study conducted by Mulenga (2017) to assess climate change trends and farmers' perceptions in different parts of Zambia, farmers in Chipata indicated that they have noticed a reduction in the period of the growing season and temperatures have become higher. This indicates that the local people of Chipata are aware of the environmental changes caused by climate change and they are willing to take adaptation measures. Consistent with local farmers' perceptions on Chipata's climate change effects, reports have shown that the frequency of extreme weather events have been noticeably increasing in Chipata.

Other observed extreme weather events include the recurrent droughts that have been escalating over the past 35 years in Zambia, with the last serious drought recorded in 2015/16. The 2015/16 drought reduced the amount of maize, which is a staple food crop in Zambia, by 40%.

#### **Crop production**

The JIDP is in ecological zone II, meaning that it receives a fair amount of rainfall ranging between 900mm to 1200mm per annum. Soils in the region are fair and can support a variety of crops. In 2020, the total agricultural output for selected crops was shown below.

In terms of crop yield per hectare, cassava has the highest yield per hectare of land cultivated followed by sweet potatoes, Irish potatoes, maize, sunflower and legumes. This production pattern is attributed to the soil types and the favourable climatic conditions for potatoes. While maize is the staple food, production is lower due to several factors including the effects of climate change in the last 10 years. The recommended ratio of One Field Staff (e.g. Camp Agriculture Extension Officer – CEO) to number of farmers is four hundred, i.e. 1 CEO: 400 Farmers. However, the current prevailing situation is that 1 CEO: 3,250 Farmers meaning we have a shortfall of 228 CEO's in the JIDP area . Refer to the Agriculture Camps within the JIDP area.

*Table 15: Summary of number of farmers and scale*

District	Category	Male	Female	Total
Chipata	Large	4	2	6
	Medium	92	10	102
	Small	35,276	25,309	60,585
	<b>Total</b>	<b>35,372</b>	<b>25,321</b>	<b>60,693</b>
Chipangali	Large	126	2	128
	Medium	1,924	6,368	8,292
	Small	2,050	6,370	8,420
	<b>Total</b>	<b>4,100</b>	<b>12,740</b>	<b>16,840</b>

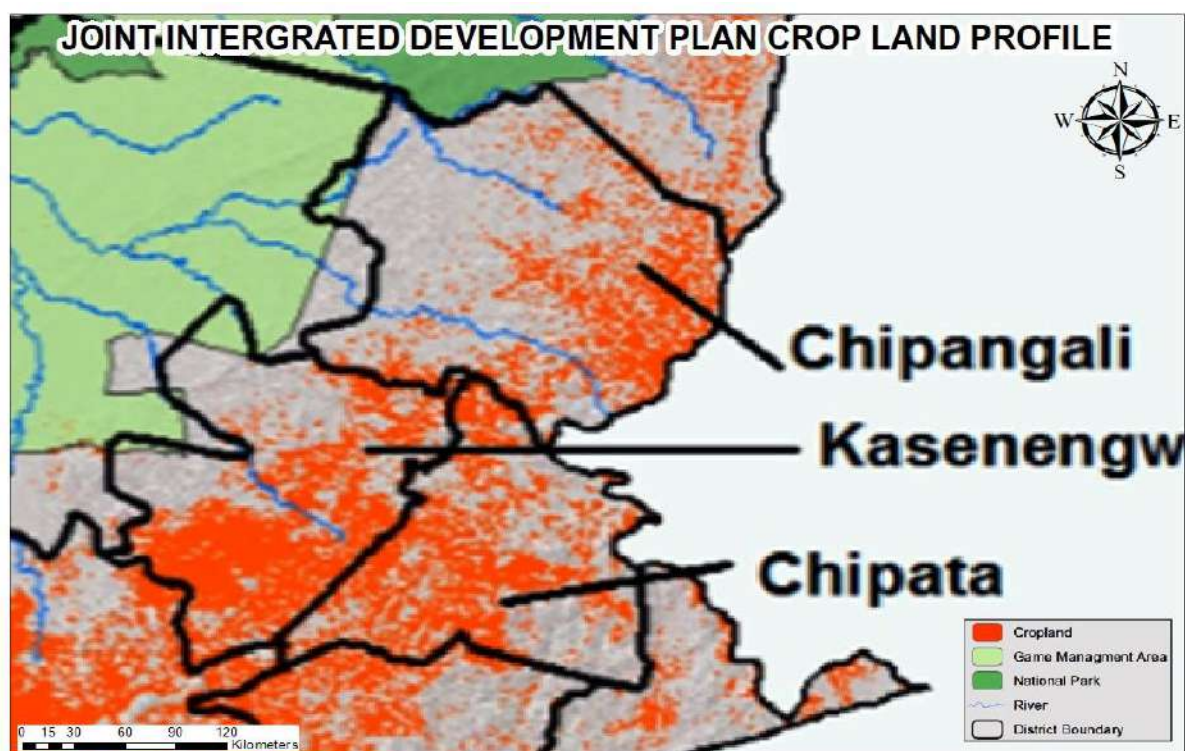
Kasenengwa	Large	-	-	-
	Medium	383	38	421
	Small	19,893	10,424	30,317
	<b>Total</b>	<b>20,276</b>	<b>10,462</b>	<b>30,738</b>
<b>Grand Total</b>		<b>59,748</b>	<b>48,523</b>	<b>108,271</b>

From the above table it can be noted that the majority of the population in agriculture are small scale farmers. This can result in food security at household level since the small scale farmers tend to produce for household consumption.

### **Storage**

The total available storage capacity for maize and other crops in the region is 57,000 metric tonnes. Currently, only 80% of the available storage capacity is used. If production is increased, food will still be secure.

Figure 12: JIDP Crop Land Profile



### Fisheries and Livestock

Main Livestock in the JIDP include cattle, goats, pigs, sheep and various types of birds. The existing animal facilities in the JIDP area in terms of dip tanks and dams are dilapidated and inadequate. As a result animal diseases such as east coast fever, helminthes, lumpy skin disease, new castle disease and mange among others are common. There is therefore need to rehabilitate the dams and deep tanks and construct new facilities. This will help to reduce diseases for livestock and thus increase Agricultural outputs and quality which has the potential to increase household income.

## 4.0 Impact of anticipated changes over the next ten years

### 4.1 Impact of population changes on settlement patterns

The expected increase of the population in the JIDP area may result in increased demand for jobs. Agriculture alone has the potential to create more than 10,000 formal jobs through increased commercial farming practices that include irrigation and horticulture. Mining, manufacturing and construction are targeted to create about 5,000 jobs in the region by 2030.

It is anticipated that human settlements will be established away from the central business districts around the manufacturing and mining industries, particularly for the rural districts. There will be need for the local authorities to strengthen their capacity to undertake development control and enforce building standards and zoning controls to prevent the mushrooming of unplanned and illegal settlements in manufacturing zones and the Central Business District, particularly in Chipangali and Kasenengwa. Some of the developments in the area such as the fuel depot and Kazimule Themed Agricultural City in Kasenengwa will attract huge populations within and around them. Thus, the Local Area Plans for these areas will be required to take into account environmental quality, service quality and social and cultural impacts of the developments.

Environmental quality in the JIDP area will also be affected, as population may increase by about 199,965 over the next 15 years. It is also projected that the proposed central business areas of Chipangali and Kasenengwa will also be affected, due to increased vehicular use, industrial pollution, and solid waste generation from commercial and housing developments. Mining activities that are on the rise in the region will also pollute underground water sources and surface water. Permanent change to the topography is anticipated as mining activities continue.

It is anticipated that the revenue base of the Local Authorities will improve as a result of new revenue streams brought about by the new business, more personal levies, improved property values and more access to long term municipal financing options for infrastructure.

#### **4.2 Impact of continuation of existing trends on land use and population distribution patterns**

It is expected that the absolute numbers of workers engaged in agriculture will grow, thus putting increased pressure on natural resources, such as water sources and land, as well as on urban labour markets. The agriculture sector will also retain its central role in rural livelihoods and employment over the next decades.

The JIDP area has one large commercial maize milling plant, Zamgold Milling, and several small-scale millers dotted across the area. Other processing facilities include: peanut butter processing; honey processing; rice polishing; mango drying; and livestock feed – these are owned by Community Markets for Conservation (COMACO). The JIDP area also has one oil processing plant owned by Chipata District Farmers Association.

The setting up of economic zones in the JIDP area will facilitate the creation of value addition industries that will process cotton, maize, wheat and other agro forestry products, which are produced with comparative advantage in the region.

Economic zones will provide a ready market for the fuel depot in the region and support the effective use of the dry port. The capacity of small-scale farmers to feed the industries will need to be strengthened in order for them to meet the demands of the industries. Currently, the low agricultural outputs among small-scale farmers are related to poor farming practices, poor post-harvest practices and heavy dependency on rain fed crops and overuse of chemicals that has resulted in environmental degradation.

### **4.3 Social Environment**

#### **4.3.1 Key Government priorities being (and to be) implemented at a local level**

The key priorities for the government are anchored in the 7NDP and implemented at the local level through the Ministry of Health, Ministry of General Education and other stakeholders. The JIDP region faces a number of challenges including poor infrastructure, inadequate basic social amenities, such as schools and health facilities, as well as high poverty and unemployment levels. The JIDP area also lags behind in terms of road network. The main priorities at the local level are as follows:

1. Addressing imbalances between economic growth and social development, through various expanding access to schools. The government is building new primary and secondary schools and at the same time upgrading school infrastructure;
2. Increasing access to primary health care by addressing imbalances between regions through the construction of district hospitals and health centres;
3. Creating an environment that fosters strong private sector participation in the socio-economic development process; and
4. Promoting the social well-being of communities through school feeding programmes and community health campaigns.

### 4.3.2 Education

The education policy of the government of Zambia aims at providing education to all children of school going age regardless of their residence, sex, disability and place of birth. Overall, access to education in the JIDP area is high and has improved in recent years based on the number of children enrolled. However, as discussed in more detail below, the quality of education (measured by a number of factors, including the distance to schools, classroom infrastructure, teacher to pupil ratio, textbook to pupil ratio and progression rates) has not improved at the same rate as quantity.

The Covid-19 pandemic, has negatively affected the education sector from the late 2019. During the pandemic period, teachers were subjected to the use of online teaching for some schools, but other pupils and teachers were not conversant with the use of online technology as a mode of teaching. The bad telecommunication network as well negatively impacted the quality of service by the teachers. See appendix 8 to see other sectors affected by COVID-19.

The total number of schools in the JIDP area is 362 comprising of 278 primary schools, 45 secondary schools and 68 community schools (see table 17). The JIDP area also has a total number of 9 tertiary institutions, all located in Chipata ditrict. Chipata has the highest number of schools. The breakdown is shown in table 17 below.

*Table 12: Number of schools in JIDP area*

District	Primary	Secondary	Community schools	Number of schools in district
Kasenengwa	55	11	28	93
Chipata	109	24	20	135
Chipangali	114	10	20	134



<b>Total</b>	<b>278</b>	<b>45</b>	<b>68</b>	<b>362</b>
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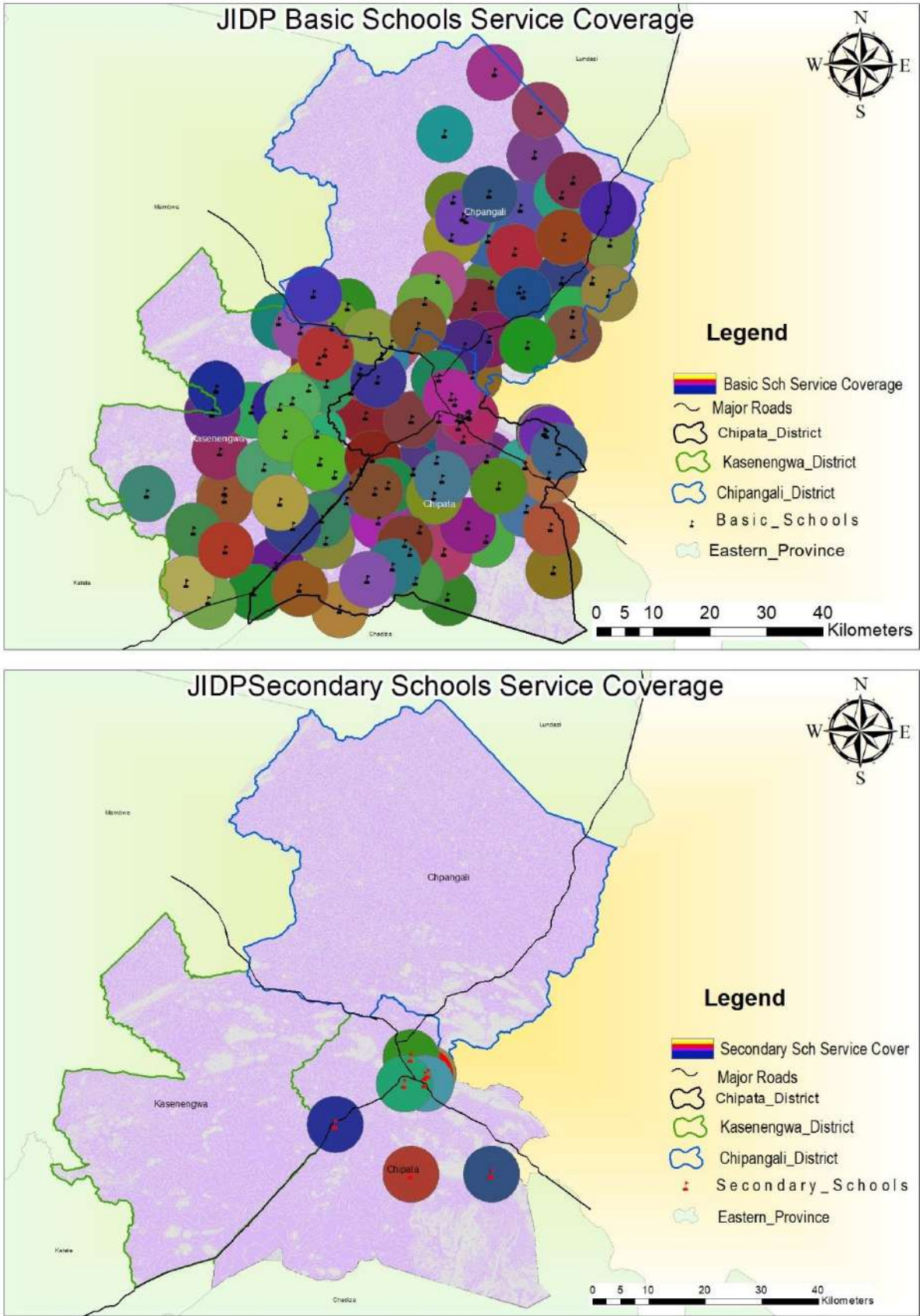
*Source: District Education Office, Ministry of General Education, 2020*

Based on the Ministry of General Education planning standards for schools (1000 for secondary school catchment area of young people aged 15 – 20 years) and primary school (1200 in the catchment area should be 1 – 7 years), the distribution of schools and number of schools is not adequate. With the population projected to grow by over 4% by 2030, the demand for primary and secondary education will be high and the region will need additional schools. It is projected that 12 secondary schools will be required. Chipata will need more secondary schools particularly in the informal settlements while Chipangali and Kasenengwa will need more schools in the proposed urban centers.

The increase in access to education (enrolment can be attributed to increased investment in building new schools by the government and corporation partners as well as the emergence of community schools.

It is the policy of the Ministry of General Education to have a primary or basic school within a 5km radius from any existing settlement. For secondary education, the radius is 10km and is meant to cater for more than a single ward. The figure below shows access to schools for basic and secondary education in the JIDP area;

Figure 13: Education Services (Basic and Secondary Schools) across the Wards



In the JIDP area, some schools are located within walking distance of the settlements, while others are located far away. In areas where there are no settlements, it is most likely that the areas are predominantly hilly, forest reserves, dambo areas or properties privately owned. The distance that school going children cover to get to the nearest school varies from 0.1 km (being the nearest) to 20 km (being the longest distance covered to have access to the nearest school available within the wards).

The table and the map below show the number of schools in each ward in relation to the longest and shortest distance between schools and settlements:

*Table 13: Average distances covered by school going children per ward*

#	Ward	No. of Schools	Shortest distance from school (km)	Furthers distance from school (km)
1	Chipangali	8	2.4	12.9
2	Rukuzye	5	0.5	6.2
3	Kasenga	4	0.7	6.6
4	Nthope	10	0.4	15.7
5	Msandile	6	0.9	6.3
6	Nsingo	7	0.8	8.3
7	Sisinje	6	0.8	5.3
8	Mkowe	2	3.5	6.7

9	Ng'ongwe	4	1	20
10	Makungwa	5	0.7	6.7
11	Mboza	8	0.4	6.3
12	Chiparamba	3	0.6	6
13	Msanga	13	0.5	5.5
14	Kanjala	9	N/A	N/A
15	Kapata	4	0.1	N/A
16	Dilika	7	N/A	N/A
17	Khova	3	0.3	11.6
18	Chikando	10	0.7	4
19	Kazimule	4	0.5	4.8
20	Kwenje	7	0.4	6.1
21	Chingazi	4	2	5.5
22	Makangila	5	1	3.4

*Source: District Education Office, Ministry of General Education, 2020*

## **Enrolment**

The JIDP area has approximately 68,000 children enrolled in primary and secondary schools, with 5% of these attending a community school in their own community. Overall, net enrolment in the JIDP areas has improved steadily from the year 2010 due to several factors, including the abolishment of user fees at primary school level and the increase in the number of schools. Learner enrolment in the JIDP area increased at annual rate of 5% between 2005 and 2019; however, in rural areas the net enrolment has declined in the last 5 years mainly due to increasing economic hardships and vulnerability among households, particularly in Chipangali district. Generally, the net enrollment in the JIDP is lower than the national average of 7%. In terms of enrolment by sex, slightly more girls than boys are enrolled at grade 1 and fewer girl's progress beyond grade 7, a trend that is consistent across Zambia (see below on dropout rates).

## **Teacher-to-pupil ratio**

The JIDP area has 362 schools and an estimated 68,000 learners which are being serviced by a total of 1,380 teachers. The current teacher-to-pupil ratio of 1:44 in the JIDP area is higher than the Ministry of General Education's recommended ratio of 1:37. The districts with the highest teacher-to-pupil ratio are Chipangali and Kasenengwa. One of the major contributing factors to the high teacher-to-pupil ration in the JIDP area is inadequate decent serviced accommodation for teachers, particularly in the rural areas. As a result, progression rates and learning achievements among learners remain relatively lower than the national average.

## **Progression rates**

Progression rates measure the number of learners that complete a full course of primary and/or basic education and pass the grade 7 and 9 examinations. The performance of learners in the grade 7 and 9 examinations can be used to explain the quality of education in the JIDP area, including factors such as teacher-to-pupil ratio and pupil-to-textbook ratio. In 2019, the progression rate to grade 8 at national level was estimated at 46.94% for boys and 45.33% for girls. This is an improvement from 2018 across the country (Ministry of Education Bulletin, 2017). The JIDP area recorded higher than national progression rates in 2019 (47.4% for boys and 44% for girls), which was a marginal improvement of 0.8% from 2018.

Some of the factors that contributed to the lower progression rates include poor classroom infrastructure such as desks and inadequate teaching materials, inadequate ICT equipment and internet, teacher-to-pupil ratio and distances to schools that create barriers for the learners.

### **Dropout rates**

The estimated dropout rate for learners in the Eastern Province was estimated at 1.2% (Ministry of Education Bulletin, 2017). The report further stated that the number of girls dropping out of school at national level was rising. An analysis of the dropout rates in the JIDP area shows an upward trend in the number of girls dropping out, particularly in the rural areas of Kasenengwa and Chipangali, with a relatively lower number in Chipata's informal settlements. Some of the factors that are driving the numbers upwards are high unemployment in the reproductive age group, poor classroom and sanitation infrastructure, distances to reach schools, teen pregnancy, alcohol and substance abuse, early marriages and cultural and social norms associated with girls receiving an education.

In 2015, across Zambia, an estimated 10,684 girls dropped out of primary schools and 2,052 dropped out of secondary schools due to pregnancies.

In 2019, the estimated number of out-of-school children in the JIDP area was 2,678. In the same year, the percentage of girls dropping out of school was higher than boys. Out of the total number of school drop outs in the JIDP area, 65% were girls while 35% were boys. The national implementation of the Re-entry Policy for girls provides an opportunity for the girls to go back to school and complete their studies.

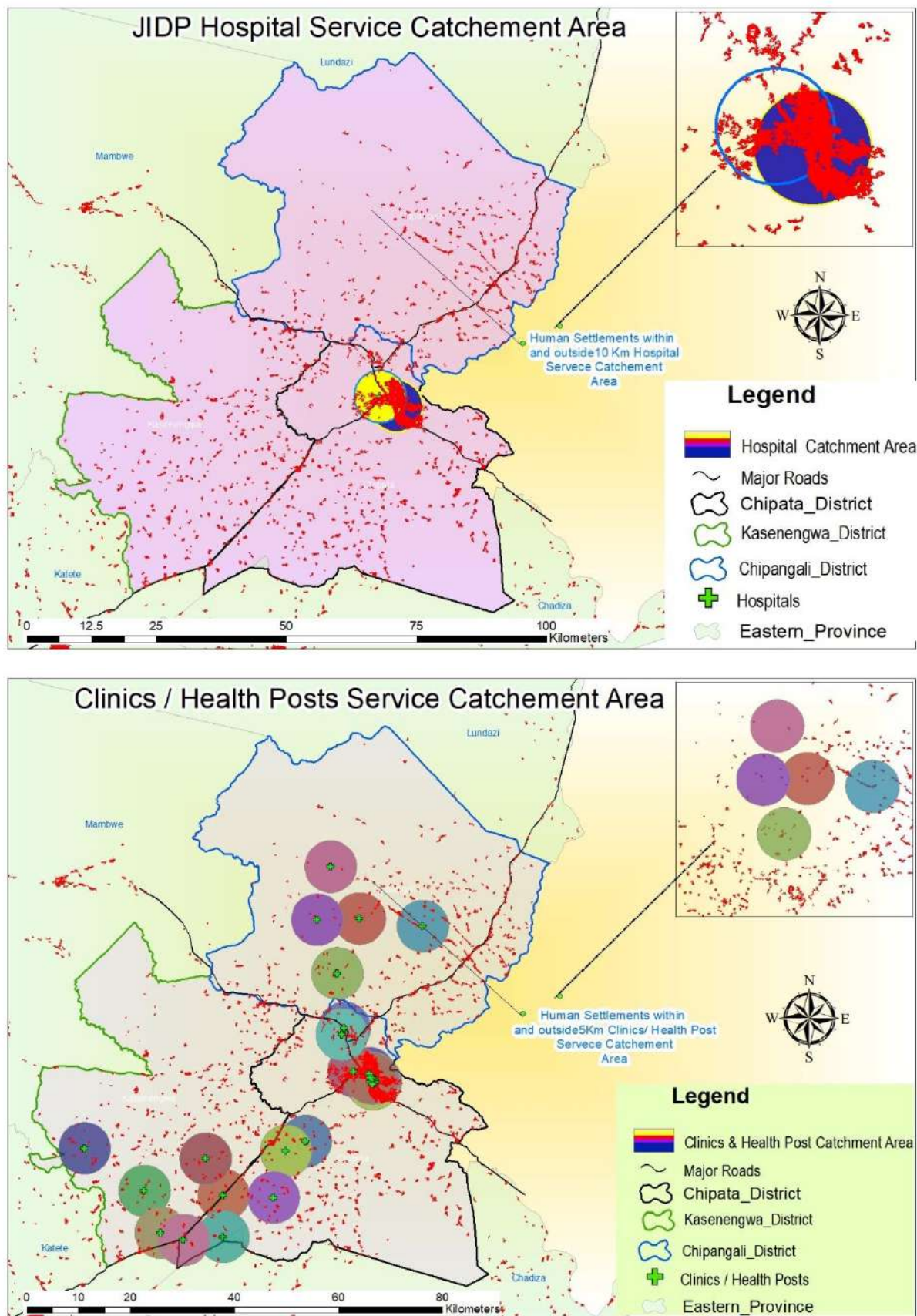
### **4.3.3 Health**

The health sector is among the primary sectors in the JIDP area that helps in the reduction of both morbidity and mortality rates and contributes to poverty reduction. This requires more equitable access to quality health services by constructing and rehabilitating health facilities and providing diagnostic equipment.

The JIDP area has various health facilities to cater for the health-related services for the community. Within the JIDP area, Chipata district has 33 facilities; Kasenengwa district has a total of 16 facilities; and Chipangali has a total of 13 facilities. According to the District Medical Office, there should be 20 health clinics in the JIDP area (i.e. 1 health clinic per 10,000 people). See the figure below for the distribution of clinics and hospitals in the JIDP area.



Figure 14: Health Services (Hospital, Clinics and Health Posts) across the JIDP Area



*Table 14: Number of health facilities in the JIDP area*

#	District	No. of hospitals	No. of health centres	No. of health posts	Total no. of health facilities
1	Kasenengwa	0	8	8	16
2	Chipata	3	16	14	33
3	Chipangali	0	7	6	13

*Source: District Medical Office, 2020*

The health services provided at these facilities include preventive, curative, promotive and rehabilitative care, including activities like: Information Education Communication materials , case management, ante-natal, post-natal, family planning, environmental health services, youth friendly health services and cross-border initiative just to mention a few.

Other activities provided in the districts include laboratory services, Elimination of Mother to Child Transmission (MTCT) and HIV Counselling and Testing (HCT), while Anti-Retroviral Therapy (ART) activities are being strengthened by Mwami Hospital, Chipata Central Hospital, Chipata District Hospital, and Kapata Urban Hospital. X-Ray and mortuary services are being offered by Mwami and Chipata Central Hospitals.

Additionally, health staff also provide outreach services at community level. There are 151 outreach posts that surround all the 33 health facilities and these ensure that health services are provided as close as possible to communities and individual families in line with the Zambia health vision. However, all complicated cases are referred to Mwami Mission, Chipata District, St. Francis Mission, and Chipata Central hospitals. There is good participation by both government departments, civil society organisations and the private sector in implementing activities in the district. The coverage of services provided includes preventive, promotive and curative care.

The following section provides a detailed analysis of the health situation in the JIDP area. This includes the top ten causes of mortality and morbidity. However, the Health Management Information System needs to be strengthened at facility and community level to help improve the quality of data.



Challenges or weaknesses include inexistent data reviews at facility and community level, inadequate skills in staff to analyse data, and inadequate supply of primary data capturing tools, which have been contributing to inconsistent capturing of some data elements.

The table below shows the performance of key indicators for the health sector in the JIDP area;

Table 15: KPIs for the health sector

Indicator	2016			2017			2018			2019		
	Target	Achieved	%	Target	Achieved	%	Target	Achieved	%	Target	Achieved	%
% under one-year children fully immunized (0-11 months)	20,780	20,765	100	21,235	22,884	108	10,950	8,988	82	12,000	11,040	92
% BCG coverage	20,780	21,201	102	21,235	23,483	111	10,950	10,714	98	12,000	11,760	98
% new family planning acceptors	114,292	17,197	15	116,177	19,373	17	60,227	7,330	12	60,227	9,034	15

% pregnant women who received ANC 1+	28,054	21,978	78	28,668	23,790	83	14,783	11,113	75	19,000	14, 630	77
% pregnant women who received focused ANC	65,846	8,442	13	73,635	11,245	15	-	-	-	-	-	-
Delivered by skilled provider	27,015	17,020	63	27,279	20,163	74	14,235	11,726	82	19,000	17, 100	90
% of pregnancy complications treated at B-EmONC facilities	1,981	2,786	71	2,601	1,058	41	1,340	697	52	1,500	735	49

% of women attending postnatal care visit within 6 days and 6 weeks	27,015	25,425	94	27,279	28,699	105	14,235	14,306	100			
% infants born to HIV + mothers receiving cotrimoxazole prophylaxis at six weeks	1,163	1,025	88	1,360	1,099	81	639	551	86			

Source: District Medical Office, 2016-2019

The utilisation rate of facilities varies with location. The general picture is that rural health facilities record more utilisation than urban facilities. This is due to the availability of private facilities, such as private clinics and hospitals in the urban area. The rural population utilised health services more than the urban facilities in 2018, with 1.8 utilisation rate per capita compared to 1.4 in the urban areas. . The fact that health facilities are reporting on this indicator is positive, as it is vital for planning purposes of the MoH. See the table below.

*Table 16: Utilisation rate of health facilities*

Year	Total first OPD attendances	Total population	Per capita attendances
2016	787,805	519, 511	1.5
2017	880,197	530,885	1.7
2018	429,467	273,759	1.6

*Source: District Medical Office, 2016-2018.*

With the services provided by the existing facilities, there has been a fluctuation in both cases of morbidity and mortality for all age groups in the JIDP area, generally showing a reduction over a comparable period of 2016 and 2018 prior to the JIDP formulation base year. The tables below show an indication of the comparable cases of morbidity and mortality for the period 2016 to 2018;

*Table 17: Top 10 causes of morbidity (all ages) - 2016 - 2018*

#	2016		2017		2018	
	Disease	Incidence/ 1000	Disease	Incidence/ 1000	Disease	Incidence/ 1000

1	Non pneumonia	519	Non pneumonia	579	Non pneumonia	544
2	Malaria	470	Malaria	531	Malaria	334
3	Muscular Skeletal	116	Muscular Skeletal	124	Muscular skeletal and connective tissue (not trauma)	119
4	Diarrhoea non-blood	97	Diarrhoea non-blood	99	Diarrhoea (non-bloody)	83
5	Digestive System	68	Digestive System	73	Digestive system (not infectious)	67
6	Trauma (Injuries, Wounds)	43	Pneumonia	53	Respiratory Infection: pneumonia	36
7	Pneumonia	38	Skin Diseases non-infectious	38	Throat Diseases	27
8	Skin Diseases non-infectious	33	Trauma -others	38	Trauma: Other Injuries, wounds	25
9	Dental Carries	23	Throat Infections	25	Genital-Urinary diseases (except STI)	24

10	Throat Diseases	22	Dental Carries	22	Dental Carries	22
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*Source: District Medical Office, 2016- 2018*

The table shows that the incidences of the top ten diseases in all ages in 2016 to 2018 were mainly caused by non-pneumonia and malaria. The highest malaria incidences are associated to facilities near the borders with Malawi, such as Dambe Health Post with cases standing at 3,052/1,000 cases. Most cases were from Malawians accessing services at this facility. Generally, the lowest cases are being recorded at facilities in the urban areas, with the lowest at 39/1,000 at Chipata Health Centre. The trend has shown that during the distribution period of the Treated Mosquito Net in rural areas, malaria incidences reduced significantly but may increase after a period of time.

*Table 18: Top 10 causes of mortality (all ages) - 2016 - 2018*

#	2016		2017		2018	
	Disease	Deaths/ 1000 Adm	Disease	Deaths/ 1000 Adm	Disease	Deaths/ 1000 Adm
1	C/Meningitis	500	C/Meningitis	750	Cardio-Vascular Diseases	118
2	PCP	333	PCP	143	Trauma: Burns	91
3	Meningitis	268	CVS	93	Severe malnutrition	88
4	Neoplasms All	200	Neoplasms	53	Anaemia	66

5	CVS	139	Diabetes	50	Diarrhoea (non-bloody)	45
6	Dysentery	133	Epilepsy	38	Respiratory Infection: pneumonia	45
7	Severe Diarrhoea with Dehydration	43	Poisoning	37	Digestive system: (not infectious)	42
8	Anaemia	33	Severe Diarrhoea with Dehydration	25	Malaria	22
9	Pneumonia	31	Anaemia	23	Hypertension	21
10	Poisoning	27	Throat	21	Genital-Urinary diseases (except STI)	12

*Source: District Medical Office, 2016- 2018*

The table above shows that cardio-vascular diseases and trauma due to burns caused the most deaths in all ages. Malaria was amongst the least causes of mortality.

The supply of drugs and medical supplies in the JIDP area has been stable, standing at around 93% for the period 2016 to 2018. Shortfalls were met through supplementary drugs purchased with funding from donors (GRZ and SIDA). The medicines committee meet regularly to review drug situation and pharmacovigilance in the area. The pharmacy infrastructure is meeting the set standards, however pharmacy space in most of the health facilities are not meeting standards, as there is inadequate storage space, no air conditioners in some facilities, and no grill doors. In order to respond to the



challenges facing the Health Department, a budget for rehabilitation of the pharmacy buildings especially in health facilities has been formulated.

The JIDP area has only 25 health facilities connected to the National Electricity grid. This aids the connectivity of the cold chain system and maintenance of the cold chain network system. There is so far no health facility that has a vaccine fridge run by kerosene. The majority of the fridges are powered by hydro-electricity and the rest are solar driven. Maintenance of the cold chain system is important to preserve the potency of the antigens all the way up-to the end user. The JIDP area has few cold chain challenges, such as malfunctioning solar batteries that affect the storage of the vaccines. Cold chain maintenance has been put as one key priority in ensuring an uninterrupted chain to supply a stock of vaccines while maintaining its excellence of the antigen to the supply end.

#### **4.3.4 Impact of anticipated changes over the next ten years**

The demand for primary health care will double in the area due to migration from other parts of the district. The current health services will need to be expanded in order to improve the quality of health care. More health personnel will be required to ensure that the current high health worker to patient ratio is reduced by half.

In terms of access to education, the demand for secondary and tertiary education will be high and the region will need to build more schools and to recruit more teachers at all levels. Additional boarding schools will be required to provide education to school going children that cannot travel to school on a daily basis due to distances to schools and accessibility, particularly girls. Teenage pregnancies remain considerably high in the region. Over the next 10 years, the number of girls required to be integrated back into schools will double.

#### **4.3.5 Impact of continuation of existing trends on land use and population distribution patterns**

More land will be required in the nodes and along corridors to provide more health care facilities and schools. The population will become more concentrated around these services and therefore local area plans will need to be prepared.

## **4.4 Physical Environment**

### **4.4.1 Key Government priorities being (and to be) implemented at a local level**

Zambia has developed various climate change-related policies, strategies, projects, and programmes that are being implemented at the local level. These were referenced in Section 3.1. It is important to note that climate change considerations are mainstreamed in Zambia's 7NDP.

In March 2017, Zambia launched its National Climate Change Policy (NCCP). The policy focuses on resilience and climate proofing of the most sensitive economic sectors: agriculture, infrastructure, tourism, manufacturing, mining, and energy. The NDC provides an overall framework for responding to climate change in the implementation of the United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement, which has been ratified. The NDC builds on the 2007 National Adaptation Plan (NAPA) and the 2010 National Climate Change Response Strategy (NCCRS). The NCCRS identified land use in agriculture and forestry, water, health, social and physical infrastructure, transport, energy mining, governance; and mainstreaming climate change as priority areas for climate-proofing and building resilience. The NDC and NCCRS in particular provide useful entry points for developing credible interventions to promote climate resilience. Resource mobilisation to implement the NDC is a key priority for the government. More coordination among stakeholders (ranging from government institutions, the private sector, CSOs, and NGOs) and involvement of the private sector and civil society is required.

Readiness to implement climate resilience development in JIDP area is impacted by capacity challenges, including:

- Inadequate institutional coordination and collaboration for climate change;
- Inadequate integration of climate change adaptation considerations into national, sub-national development and sectoral planning and budget processes;
- Absence of climate change adaptation plans, with prioritised adaptation actions for the medium and long-term;
- Limited institutional capacities and private sector for climate change; and
- Absence of comprehensive resource mobilisation strategy for climate resilience implementation.

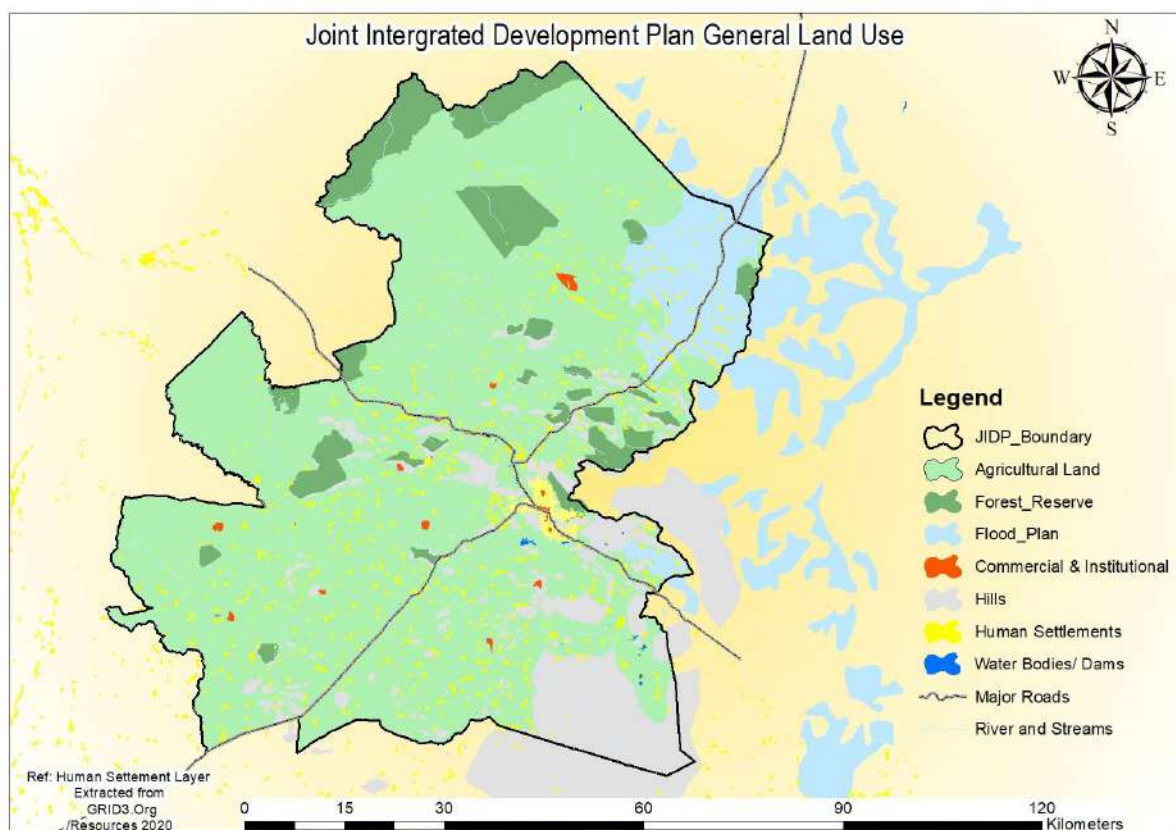
Inadequate institutional capacity and tools to mainstream climate change in development constrain efforts to enhance resilience in development. According to the Climate Change Department, Zambia needs support to develop robust tools and frameworks for mainstreaming resilience to climate change, although there are some efforts to use cost-benefit analysis and multi-criteria analysis to rank and prioritise adaptation options, which have been used in the agricultural and health sectors.

However, further support is needed to develop the following tools for integrating climate resilience into planning:

- Screening and assessment of climate risks at strategic and project level;
- Climate resilience development pathways;
- Vulnerability mapping and assessment;
- Monitoring, evaluation and reporting on climate change;
- Enhancing the knowledge and capacity to prepare climate finance projects; and
- Accessing climate finance, especially the Green Climate Fund (GCF), including project preparation and capacity to review GCF project proposals, and accreditation of national entities for eligibility to access GCF resources.

The map below shows human settlement and anthropogenic activities inter-relate;

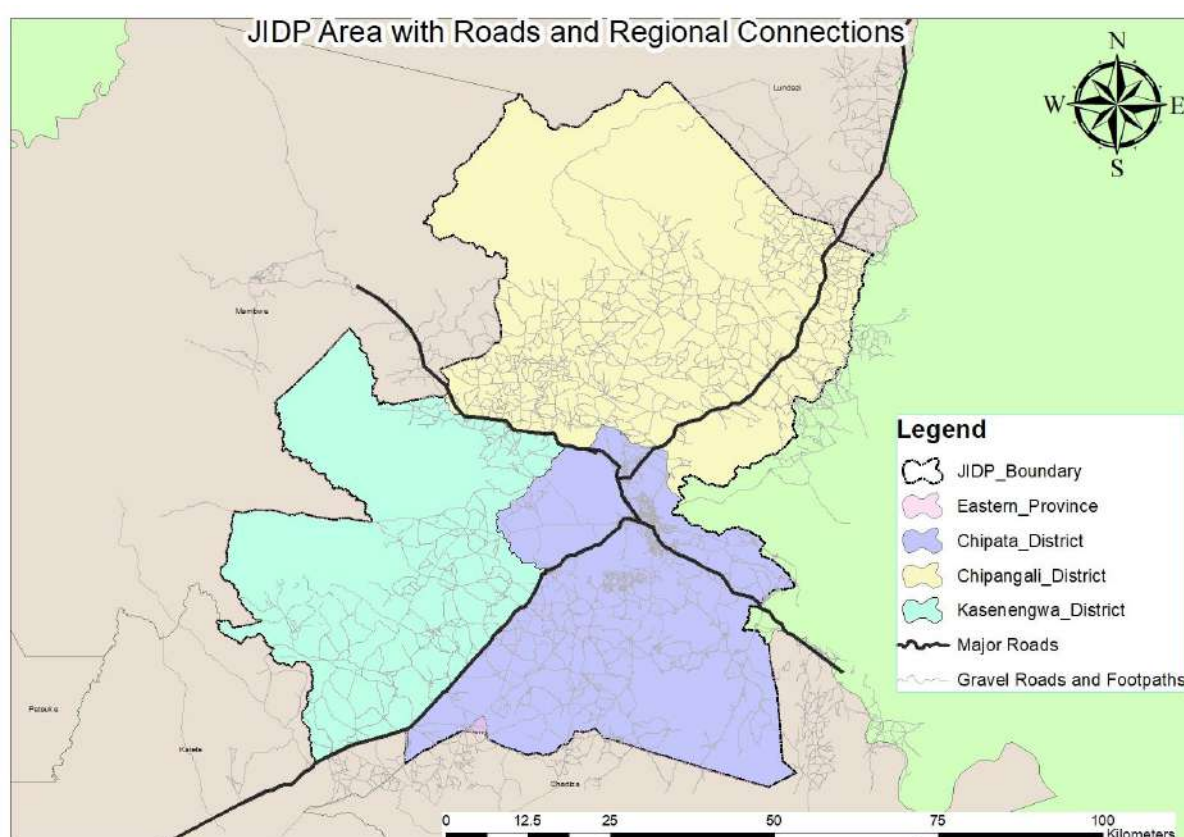
*Figure 15: JIDP General Land Use*



#### 4.4.2 Road infrastructure

The JIDP area has an extensive road network that connects and spreads through the settlements. They have an estimated combined total of 2,276 km of roads broken down into 332 km of district roads; 281 km urban roads; 1,493 km feeder roads; and 170 km trunk roads. (Refer to appendixes 1, 2 & 3 respectively). Figure 15 above shows the JIDP area with roads and regional connections.

*Figure 16: JIDP Area with Roads and Regional Connections*



The three districts are interconnected by well routed district roads which additionally connect to other nearby districts such as Katete, Chadiza, Chasfu, Lumezi and Mambwe.

The Local authorities are charged with the responsibility of implementing and maintaining roads and road-related projects. Chipata district has a total of 120 km of urban roads, of which 60 km are paved (bituminous). These roads connect the different settlements with each other, thereby providing ease of movement of goods and services. The roads in the Central Business District link the business premises such as banks, shops, markets and health facilities. Chipangali and Kasenengwa have equally

established urban roads despite most of them being in gravel state. These roads provide interconnectivity within the districts.

In the rural parts of the three districts, there is a shared total of 1,493 km of feeder roads. Rural communities particularly take advantage of this road network to deliver their inputs to the urban communities.

### **Quality of service delivery**

The general condition of the roads in the districts require immediate rehabilitation. (Refer to appendix 4 to see the roads that are currently being rehabilitated). The bad condition of the roads has affected rural development in the sense that farmers are finding it very difficult to ferry farming inputs and produce. Additionally, most of the urban roads are in poor state and are gradually deteriorating, as evidenced by the emergence of potholes and rutting on the road surface. This is mainly due to:

- Inadequate proper routine maintenance interventions;
- Most roads are not constructed with a proper drainage system thereby contributing to the lessening of the life span; and
- The poor quality of the construction done by previous contractors.

In Chipangali and Kasenengwa, there is need to upgrade the selected urban roads to bituminous standard, in addition to the improvement of the existing roads in the districts. Most of the roads under this programme were treated with 'chip and spray' finish which is not so durable and has resulted in the rapid premature failure of the roads, this has given rise to potholes considering the high volumes of traffic that the JIDP area is experiencing. The benefits of improving the road networks include:

- Ease of movement and enhanced trade, particularly for female traders and vulnerable groups;
- Improved economic and business environment;
- Improved standards of living;
- Reduced transportation costs;
- Improved connectivity in the JIDP area;
- Improved transport safety; and
- Reduced tear and wear on motor vehicle and equipment.

Generally, the existing road network in the JIDP area does not suffice to the desired standard.

#### **4.4.3 Urban and Rural water and sanitation infrastructure**

The Government, with the support of NGOs, has been spearheading both urban water supply and sanitation and rural water supply.

The water sector in the three districts is composed of three subsectors, which include:

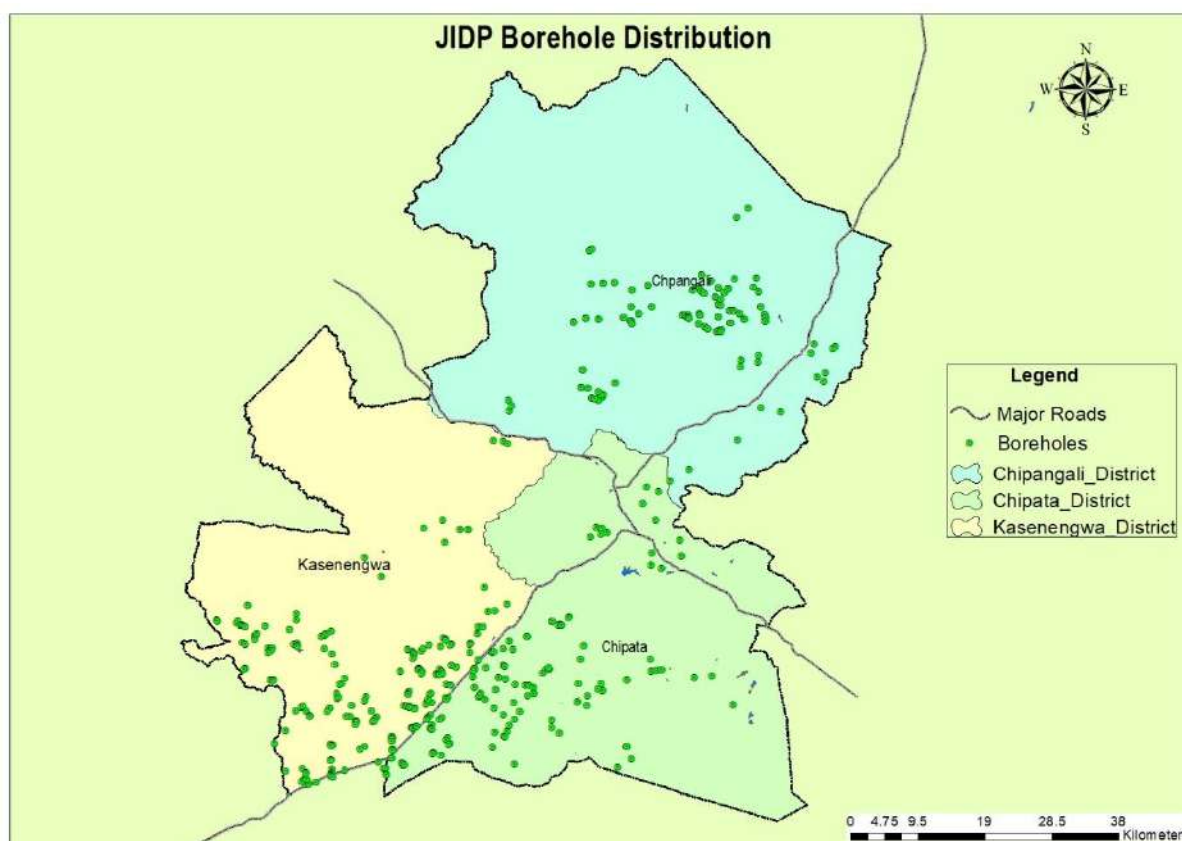
- Urban water supply and sanitation, including peri-urban water supply and sanitation;
- Rural water supply and sanitation; and
- Water resources management for smaller dams and irrigation systems.

Urban water supply and sanitation is facilitated by the Eastern Water and Sewerage Company Limited. These services are mainly concentrated in the Central Business District of Chipata (Kapata Ward, Kanjala Ward, Dilika Ward) and Kasenengwa (Chiparamba Ward). Some informal settlements also benefit from the supply of water. However, informal urban settlements continue to grow in urban areas attributing to the rapid increase in population and putting pressure on limited resources available. This has resulted in a big gap between demand and supply of these services. The impact of poor sanitation facilities, coupled with the inadequate hygiene knowledge and practices are evident within the IDP area especially among the low-income residents with the majority of settlements having very limited sanitation services. About 80.5% of households in Chipata district use on-site sanitation such as septic tanks and pit latrines (EWSCo End of year report, 2020). This could result in ground water contamination and could consequentially be detrimental to human health.

#### **4.4.4 Rural water supply and sanitation**

Settlements in the outskirts of Chipata's Central Business District, Kasenengwa, and Chipangali rely on boreholes as the main source of water. See figure 17 below for a map of boreholes in the JIDP area.

Figure 17: Borehole distribution in the JIDP Area

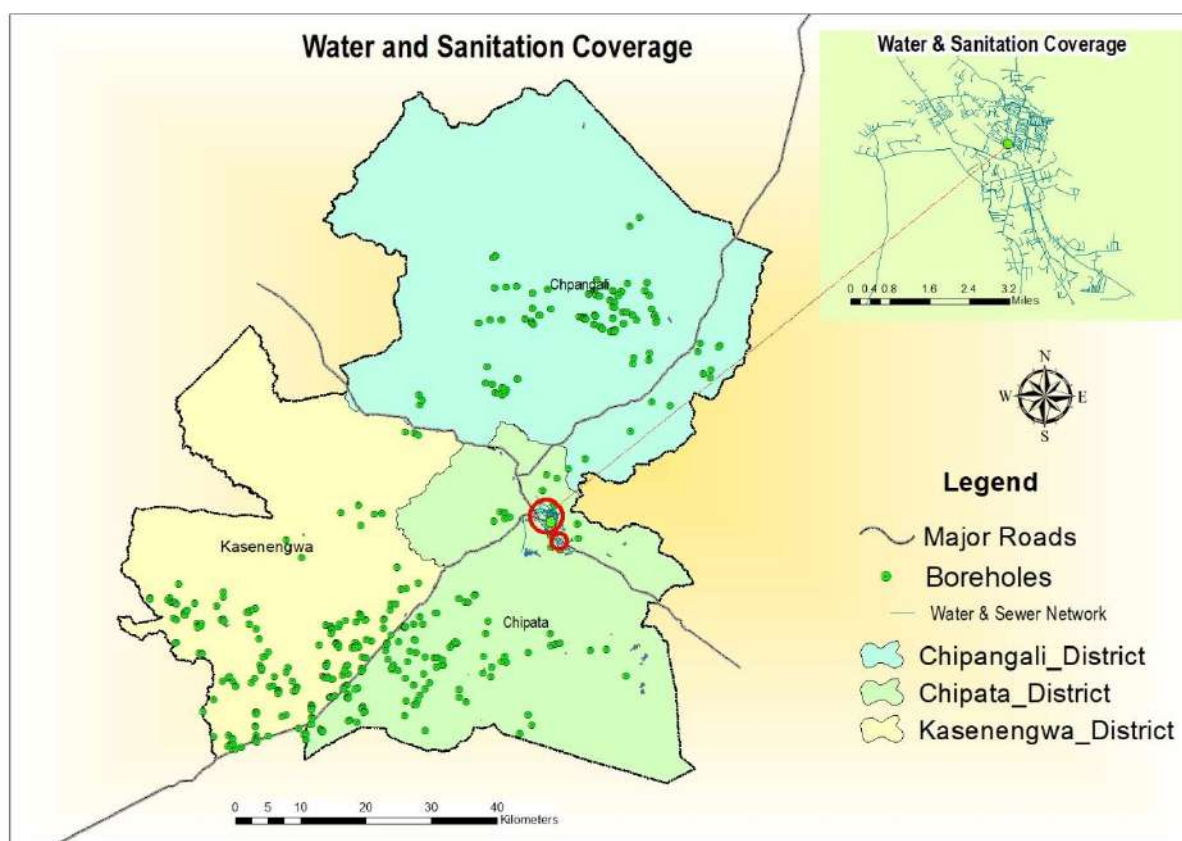


The local authorities through the Rural Water Supply and Sanitation (RWSS) Section have had the responsibility to oversee and coordinate water supply and sanitation to rural communities. Boreholes have been supplied to various communities through Constituency Development Fund and with the help of NGOs. These boreholes have helped provide clean and safe drinking water to the communities and thereby lessening the likelihood of contracting waterborne diseases.

Rural water supply coverage is still limited to areas near main socio-economic activities, such as schools, health posts and main roads. Other communities still have challenges in accessing safe and clean drinking water. Additionally, some of the already established water points have become non-functional over time. This has forced people to resort to getting water from unprotected sources of water, such as streams and shallow wells. In other cases, people have had to travel long distances to fetch water with women and children being forced to bear that burden. Such water sources are often drinking points for wildlife and domestic animals. This leads to waterborne diseases, such as diarrhoea and dysentery. See figure 18 below for further information on Water and Sanitation coverage in the JIDP Area.



Figure 18: Water and sanitation coverage in the JIDP Area

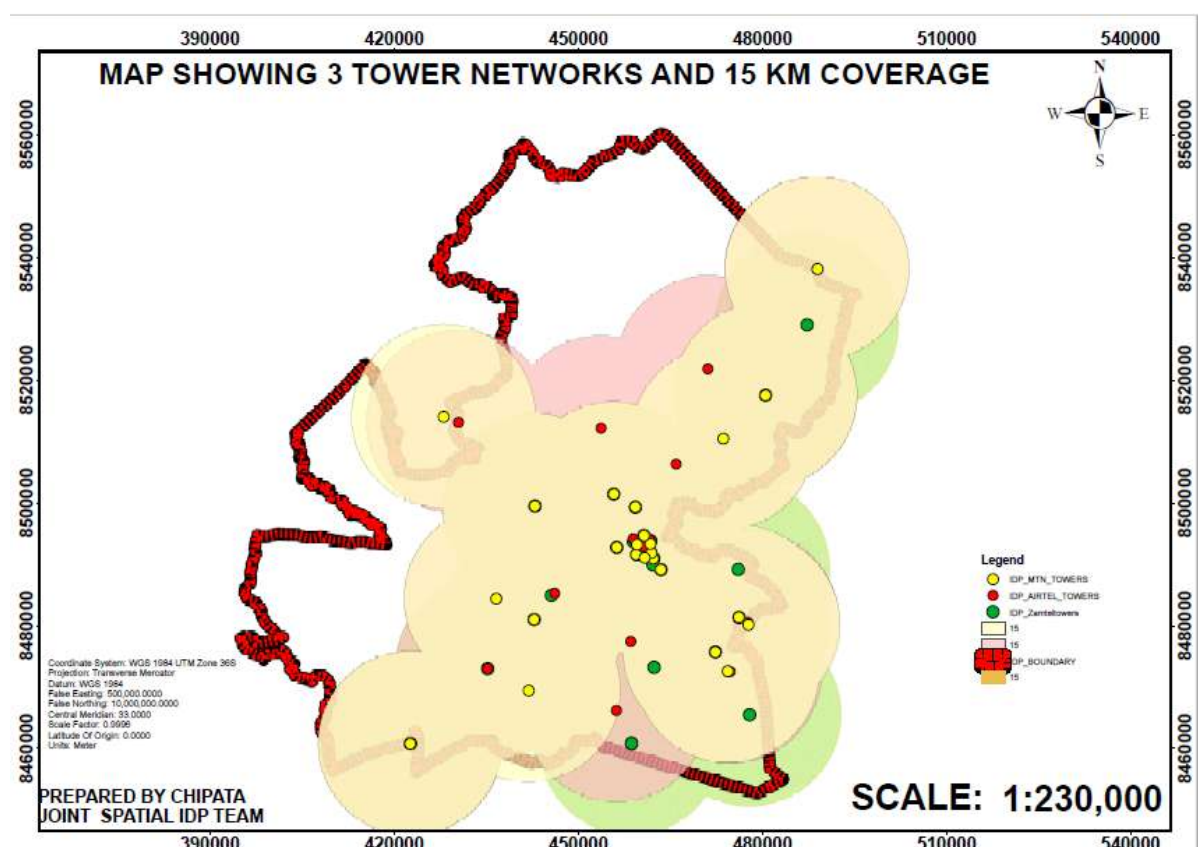


#### 4.4.5 Telecommunications

The JIDP area is serviced by four service providers namely, ZAMTEL (Zambia Telecommunications Network), MTN (Mobile Telecommunications Network), AIRTEL, Liquid Telecom. The first three provide both data and voice telecommunication while liquid telecom provide data communication only. Figure 19 below shows a map of all telecommunication towers in the JIDP area.



Figure 19: Telecommunication towers in the JIDP Area



The declaration of Chipata as a city has opened up investment opportunities for the three districts and enhanced potential in the agricultural sector thereby attracting investors from other provinces and countries as well as an influx of population. This has led to an improved gradual economic development in the area.

The increase in population has led to increase in the demand for telecommunication services, thereby reducing the capacity of the existing telecommunications facilities to efficiently accommodate potential subscribers. The network coverage for most service providers is concentrated in already established urban areas. Areas with poor telecommunication networks both voice and data service include:

- Chipata district – some parts of Magwero, and Maguya, Mtowe, Kabele, Chikando, Kazimule, Chankonzi etc.
- Kasenengwa district – most parts of Kwenje and Mkowe wards, Nyongo and Mboza wards and most areas situated far from the Great East Road.
- Chipangali district – Ntope and Nsinsinje wards and most parts of the district.

There is thus a need to set-up more telecommunication towers to improve coverage and balance the supply and demand.

#### 4.4.4 Power and energy

The Eastern province is connected to the Lusiwasi Power Grid, which is managed by the Zambia Electricity Supply Cooperation (ZESCO). In order to facilitate for the transmission and supply of electricity, ZESCO has set up infrastructure like substations Ground Mounted Transformers (GMT), Pole Mounted transformers (PMT), as well as power lines in selected designated locations like the Msekela substation, Chiparamba (GMT), and the Lundazi turn off substation. These make it possible for the citizens residing in the JIDP area to have access to electricity.

However, the capacity of ZESCO to supply electricity to all the residents in the JIDP area is not sufficient especially for rural and newly developed areas. Infrastructure development, economic development, and population growth have led to increased demand for power in the JIDP area over the last 10 years. In 2013, the capacity of ZESCO to supply power in the JIDP area was at 12 Mega Watts (MW), which increased to 22 Mega Watts (MW) by 2019. However, the capacity of ZESCO to supply electricity to all the residents in the JIDP area is not sufficient especially for rural and newly developed areas. In spite of attempts to increase on capacity, not all residents in the JIDP area have access to electricity, particularly residents in remote areas. On the other hand, infrastructure development, economic development and population growth have led to increased demand for power in the JIDP area over the last 10 years.

In order to help improve on power supply and accessibility, ZESCO plans to embark on the following projects in table 24 and figure 20 that are in line with the 2030 vision:

*Table 19: ZESCO substations in the JIDP area*

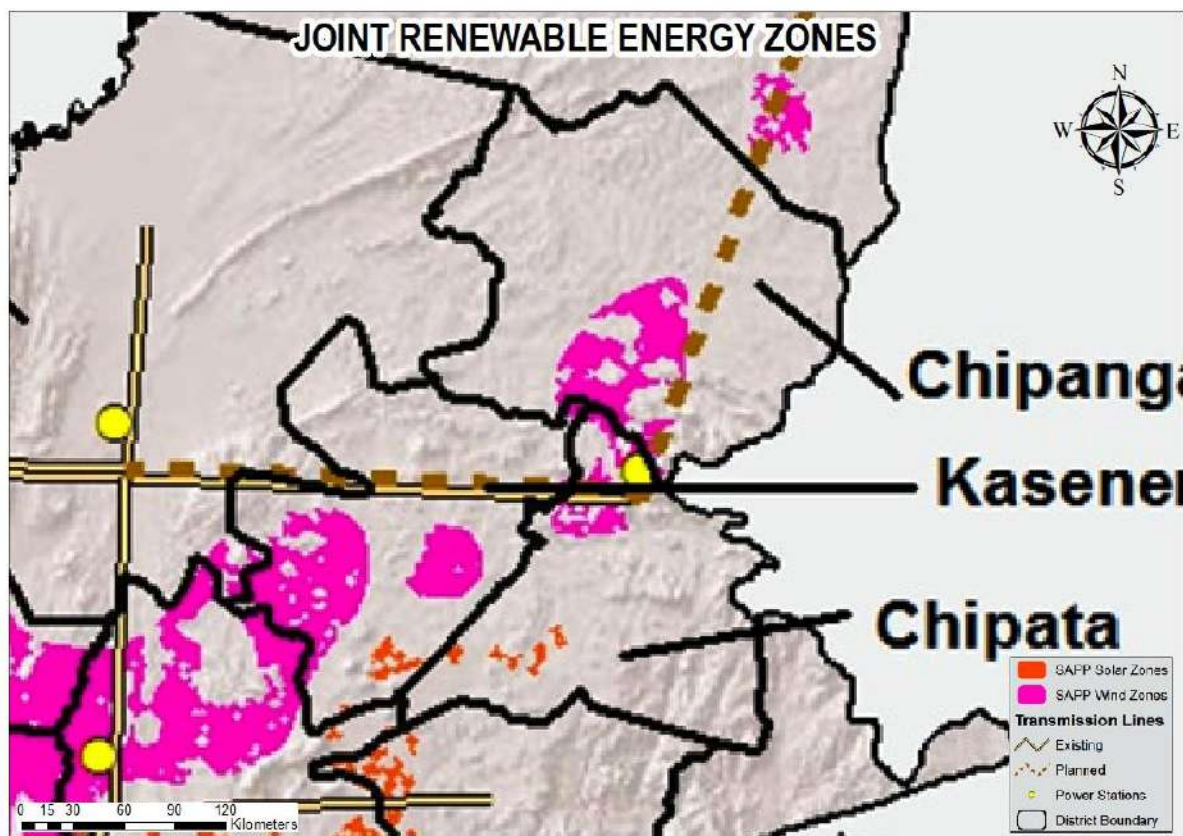
Name of substation	Location	Power intake	Area coverage
Chipata West Substation	Off Great East Road – Msekera Area	330/132/33kV	Chipata Town, Mchinji, Msoro, Lundazi, and Chama
Chipata Main Substation	Hillsview Area Along Great East Road	33/11kV	Entire Chipata Town

Chadiza Turn-off Substation	Namuseche Prison area in Dilika Ward	33/11kV	Kalongwezi, Mwami Border, Feni, Magwero Plots, Vubwi, Dam View, Mzipasi, Magazine, Mchini, Mchenga, etc.
Lundazi Turn-off Substation	Lundazi Road turn-off	33/11kV	Chiparamba, Nyakutwa, St. Margaret's School, Gondar Barracks, Chipata Airport, etc.
Kalichero A & B GMTs	Along Mfuwe Road	33/11kV	Kalichero Area in Chiparamba

Source: ZESCO, 2020

See figure 20 below showing the joint renewable energy Zones in the JIDP area.

Figure 20: Joint Renewable Energy Zones



In addition, the JIDP area is currently benefiting from remedial developmental projects to improve inadequate access to power in remote areas, which the Government is undertaking through the Rural Electrification Authority (REA), whose main aim is to increase on access to electricity in rural areas

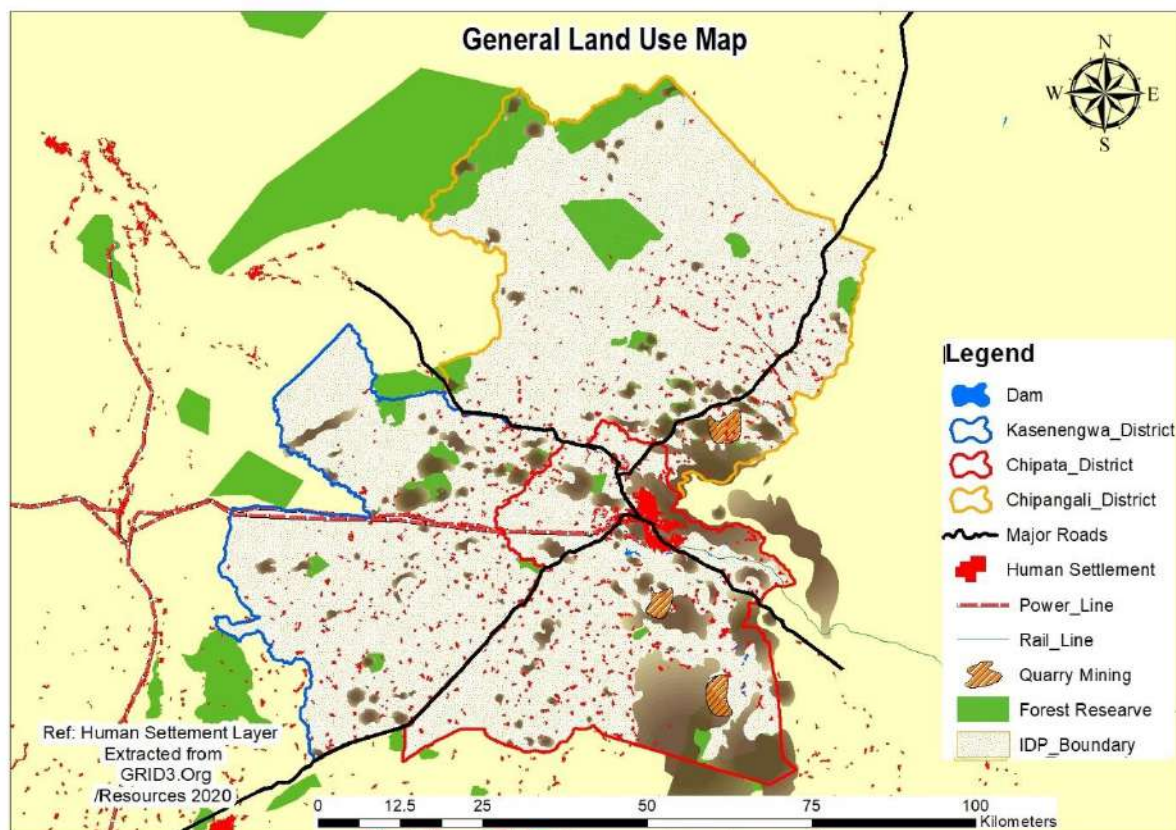
through infrastructure support from the current 3% to 51% by the year 2030. The current existing and proposed programmes to expand access to power include:

- Setting up of 5 sub-stations along the Chipata Lundazi Road that will open up for remote areas of Chipangali, Lumezi, Chama, and Lundazi district, which has been sourcing power from the Malawian electricity company due to insufficient power supply from the ZESCO infrastructure.
- The Southern African Power Pool (SAPP), which is a bilateral project, will link Zambia and Mozambique through the Katete district. This will improve the power supply in the Eastern province of Zambia and also reduce on dependency on Lusiwasi Power Grid and importation of power from Malawi for selected areas in the province.
- Setting up of the 22 MW linking the Mwami Boader to Muchinji area in Malawi.

#### **4.4.6 Human settlements and land use**

Human settlements in the form of housing, commercial developments, and social services (such as schools and hospitals) cover approximately 25% of the total landmass in the JIDP area. The major land uses in the region by zoning are: residential, agriculture, mining, forest reserves, roads and other bulk services, commercial and open spaces. See figure 21 below for a detailed land use map of the JIDP area.

Figure 21: General Land Use Map of the JIDP Area



Residential developments both in the formal and informal housing areas account for over 70% of the built up area as depicted in the map in figure 21 above. The highest concentration of housing and the built-up area is in Chipata district, followed by Kasenengwa and Chipangali. Informal settlements in the JIDP area originally started as small housing developments on traditional land. Overtime the demand for affordable housing, they have expanded towards the planned settlements – or what was known as the township. Magazine, Mchini and Nabvutika are among the biggest informal settlements in the JIDP area and are found in Chipata district. Elsewhere in the JIDP area, settlements are distributed along the main roads.

The most notable human settlement patterns in the JIDP area are: linear settlements (along the major roads in rural and urban areas); scattered housing (which is predominant in the rural areas organised as villages); the grid form (found in the planned areas of Chipata); and mixed settlement pattern (a combination of various settlement forms with no clearly distinguishable land use zone). Land conversions from customary tenure to leasehold tenure has taken place across the JIDP area, resulting in loss of agricultural land to other uses, such as mining, manufacturing, airport, fuel depot and housing developments. These recent changes in land use have not been implemented using any spatial

plans thereby creating settlements that are unplanned and informal. The inadequate well thought zoning in the conversion of customary land to leasehold makes it difficult to service these new areas with water, electricity, and roads.

#### **4.4.7 Impact of anticipated changes over the next ten years**

The major impacts of increasing physical infrastructure will be increased need for generation of energy in the region to drive the manufacturing sector, commercial developments and households. This will lead to creation of more jobs and opportunities for the local people.

In terms of connectivity and accessibility, travel time for passengers will be reduced by over half with the majority of the main roads improved. Improved transport network will also stimulate the growth of the manufacturing sector by enhancing the flow of raw materials within the JIDP region.

Improved access to water and sanitation within the JIDP region will further reduce the disease burden on poor households as well as improve overall the health outcomes related to nutrition, as households will have more access to nutritious foods. Animal health will also improve due to increased access to livestock support services, such as dams and dip tanks.

#### **4.4.8 Impact of continuation of existing trends on land use and population distribution patterns**

Infrastructure projects have an impact on the environment due to the physical changes that infrastructure creates on land. It is anticipated that the reduced land cover will contribute negatively to climate change, as vegetation will be cleared to pave way for infrastructure development.

The population will be more spread across the JIDP region as a result of improved infrastructure in all communities. As the population moves away from the traditionally urban centres to all parts of the region, human settlements will increase and expand towards protected forests and hills including watershed, if not properly managed. Land-use zoning will help improve property values across the JIDP region and add to the local revenue base of the Local Authorities.

### **4.5 Natural Environment**

#### **4.5.5 Key Government priorities being (and to be) implemented at a local level**

The core government priorities for the local level include:



- Promoting community forests and initiatives that facilitate investments through public-private forestry and other natural resources;
- Promoting alternative livelihoods in communities adjoining forests in order to reduce deforestation and forest encroachments;
- Supporting local entrepreneurs in value addition to wood and non-wood forest products; Facilitating the engagement of local communities in bee-keeping as a business through production of clusters; and
- Protecting, conserving and restoring forests as a business in the mitigation of climate change.
- Promoting sustainable housing, through efficient energy use, water harvesting, recycling and other resource use.

#### 4.5.6 Soils and topography

Soils in the JIDP area are largely classified as lixisols, luvisols, alisols, acrisols leptosols, and vertisols. These are some of the best agricultural soils because they support the growing of a variety of crops, ranging from legumes to tubers and leafy crops. Figure 22 and 23 shows the relief as well as soil profiles in the JIDP area.

*Figure 22: JIDP Soil Profile*

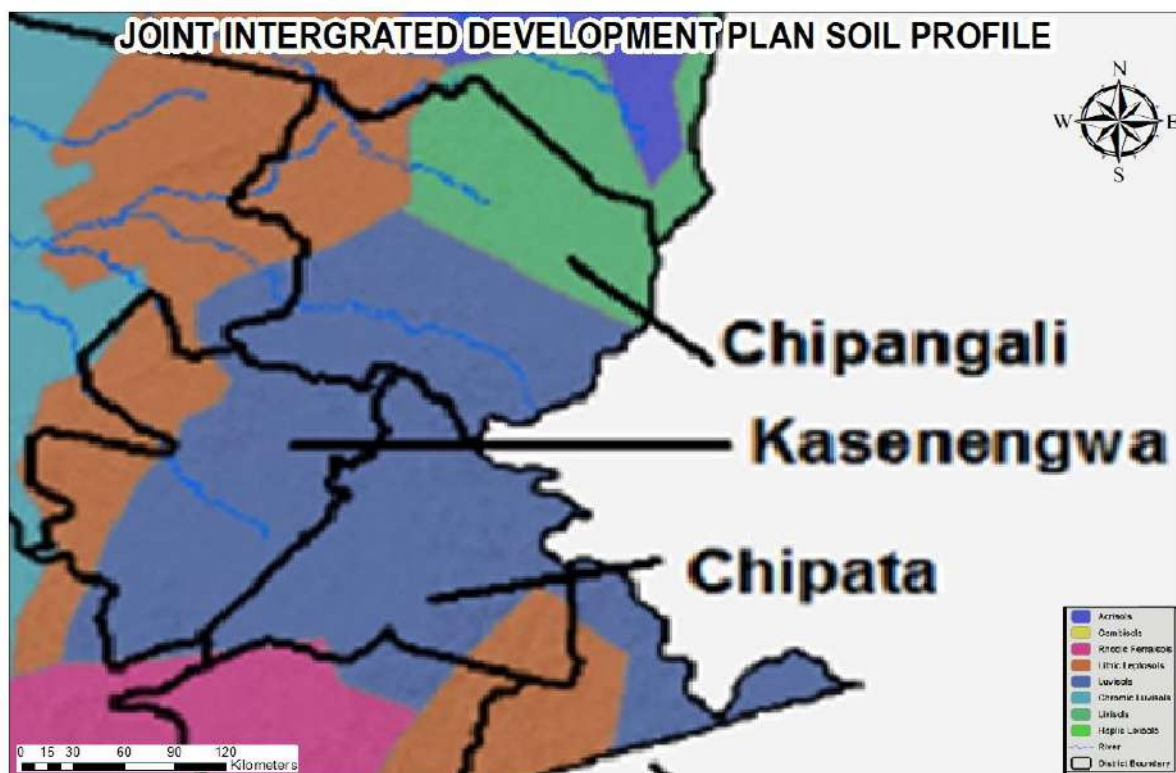
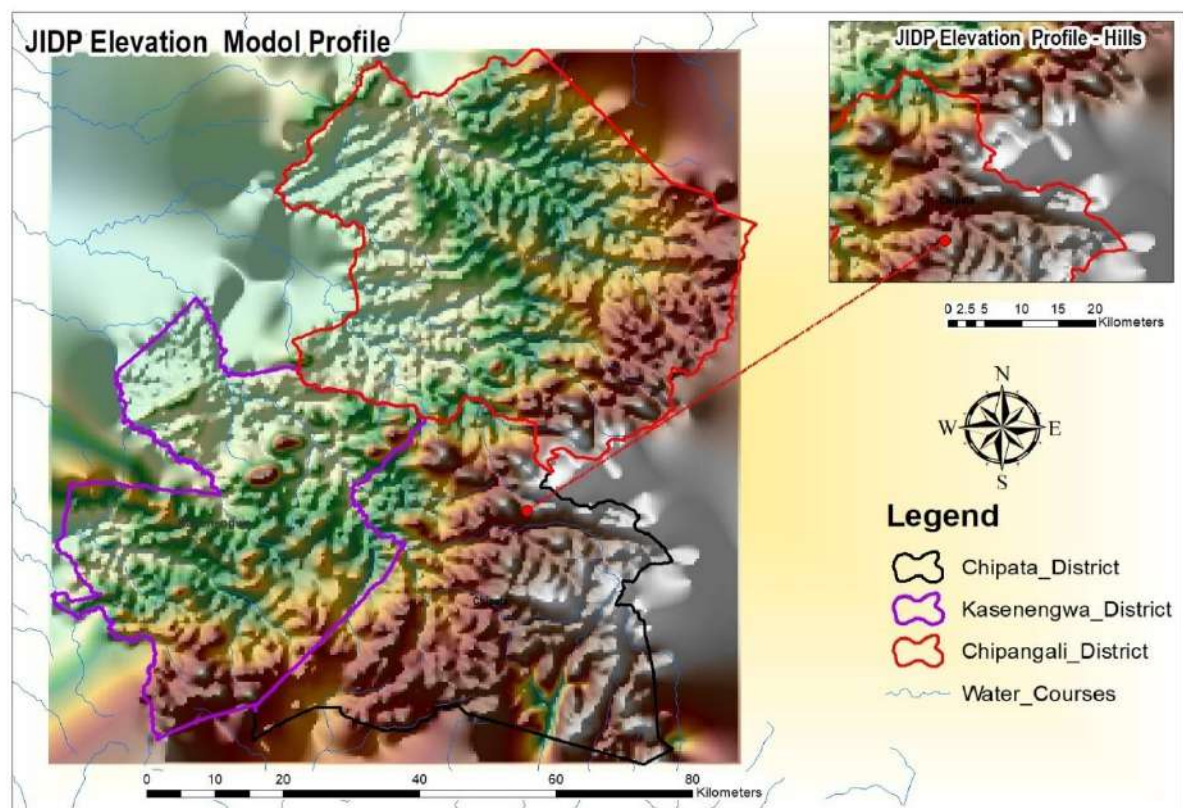


Figure 23: Digital Elevation Model of the JIDP Area



The JIDP region lies between 1180 – 1200 meters above sea level, as can be seen from figure 24 below.

Figure 22: JIDP Elevation Profile



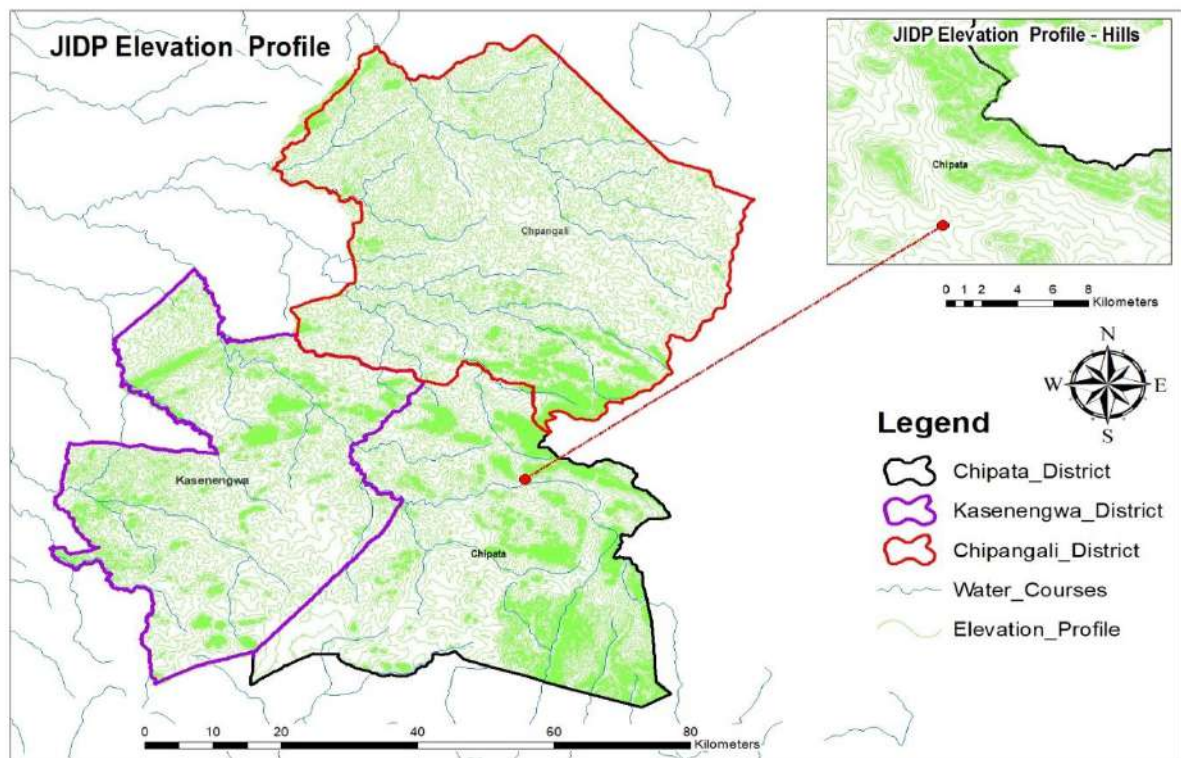
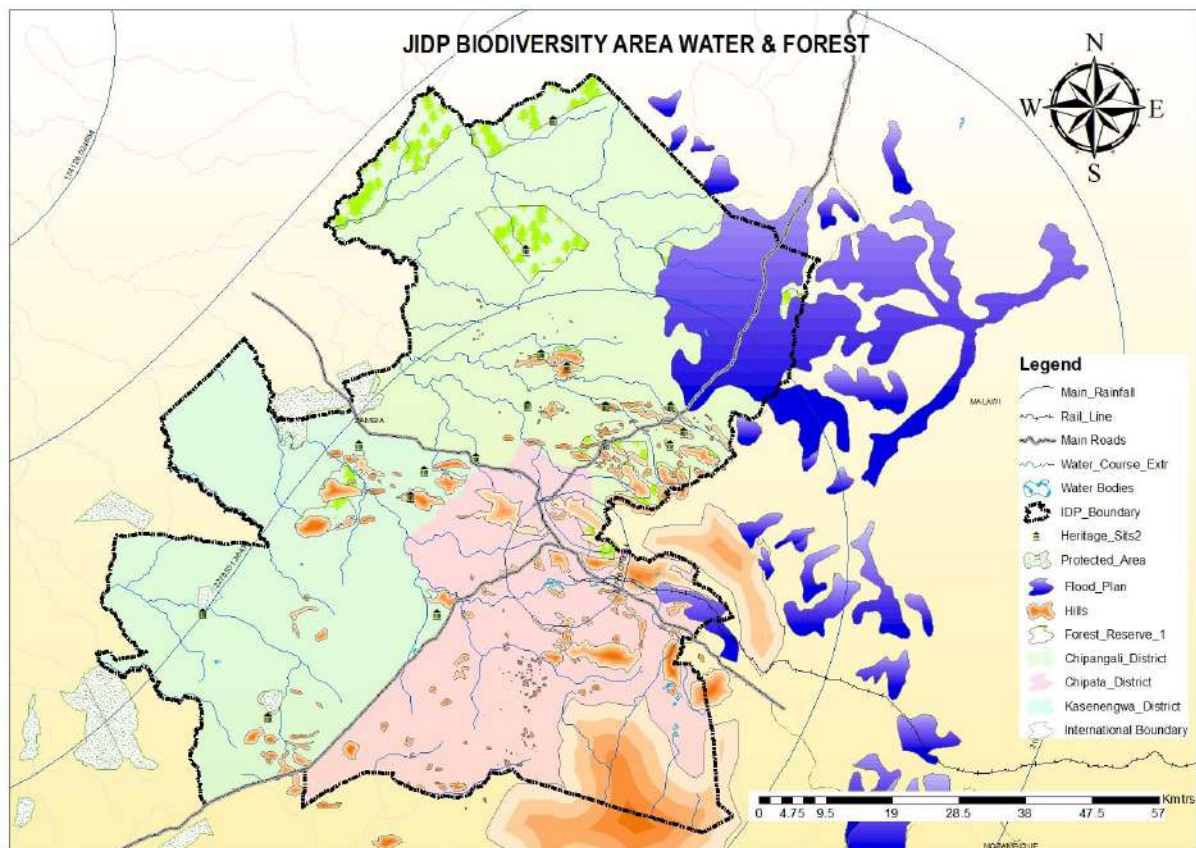


Figure 23: JIDP Biodiversity Area Water & Forest



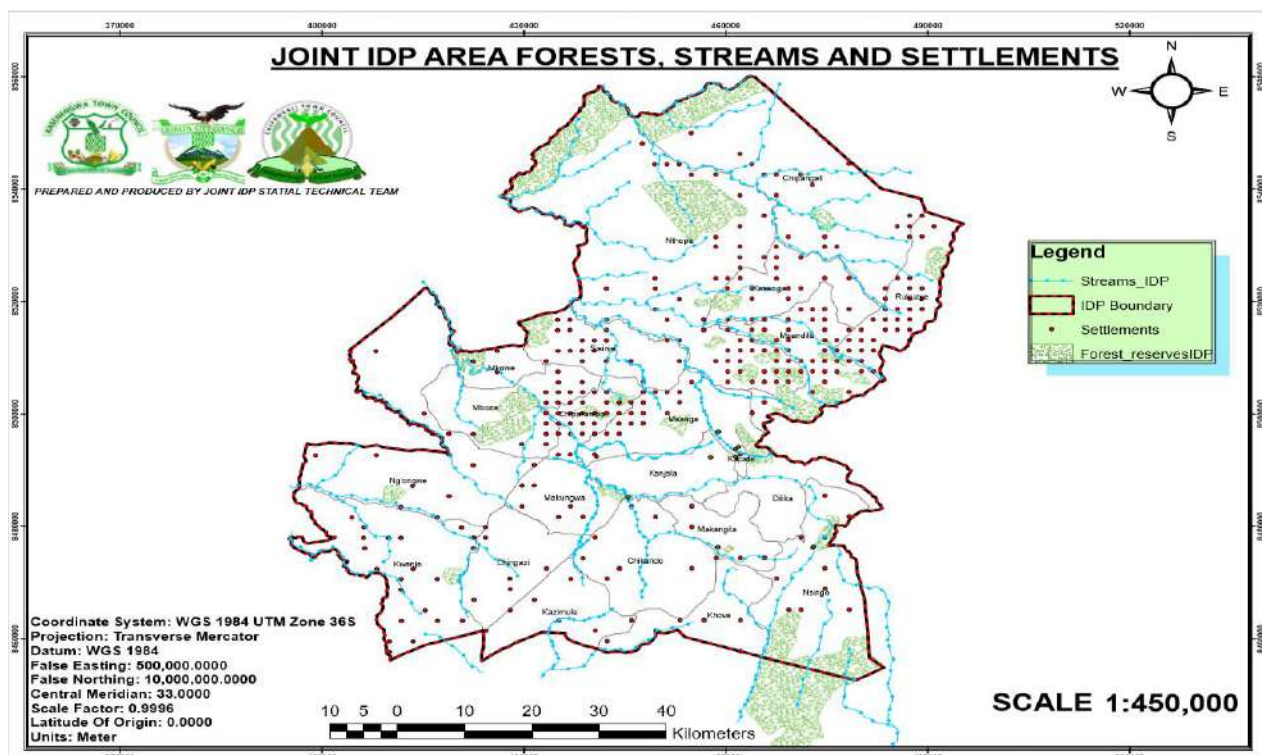
The state of the forests in the JIDP area is under threat from human activities. This is largely caused by the type of agriculture being practiced which involves clearing of trees and vegetation, which are later used for charcoal production. This has an impact on the natural resources such as the forest reserves and other ecologically sensitive areas.

This includes the encroachment of Kokwe forest in Chipangali district, Chipata local forest, stream catchment areas and some hills in Chipata district, and Mphomwa forest reserve in Kasenengwa district. When the forests are cleared, the soil is left without cover and with the coming of rains, soil erosion occurs which adversely affects agriculture. This entails that farmers will need more artificial fertiliser to increase soil fertility so as to have higher yields. Not only does the cutting of trees affect the soil, it also affects the rain cycle, which in turn can lead to change of climate.

Population growth has increasingly created demand for agricultural land and the need to create farming blocks in the JIDP area. The demand has led to the encroachment on forest reserves, thus increasing the rate of displacements of flora and fauna. This has further increased the possibility of extinction of such species. Although agriculture and charcoal production are critical sources of livelihoods, their negative impact on the environment calls for serious policy interventions.

The following map shows the settlement pattern in relation to the Streams and Forest reserves as of the year 2000. Most forest reserves and streams have been encroached within the JIDP. The population has been increasing from the year 2000 and it is expected that by the year 2020 encroachments on forest reserves, hills and water body catchment areas will increase. This is evidenced by the satellite image for the period 2000 to 2010 and from 2010 to 2020.

*Figure 24: JIDP Area Forests, Streams and Settlements*



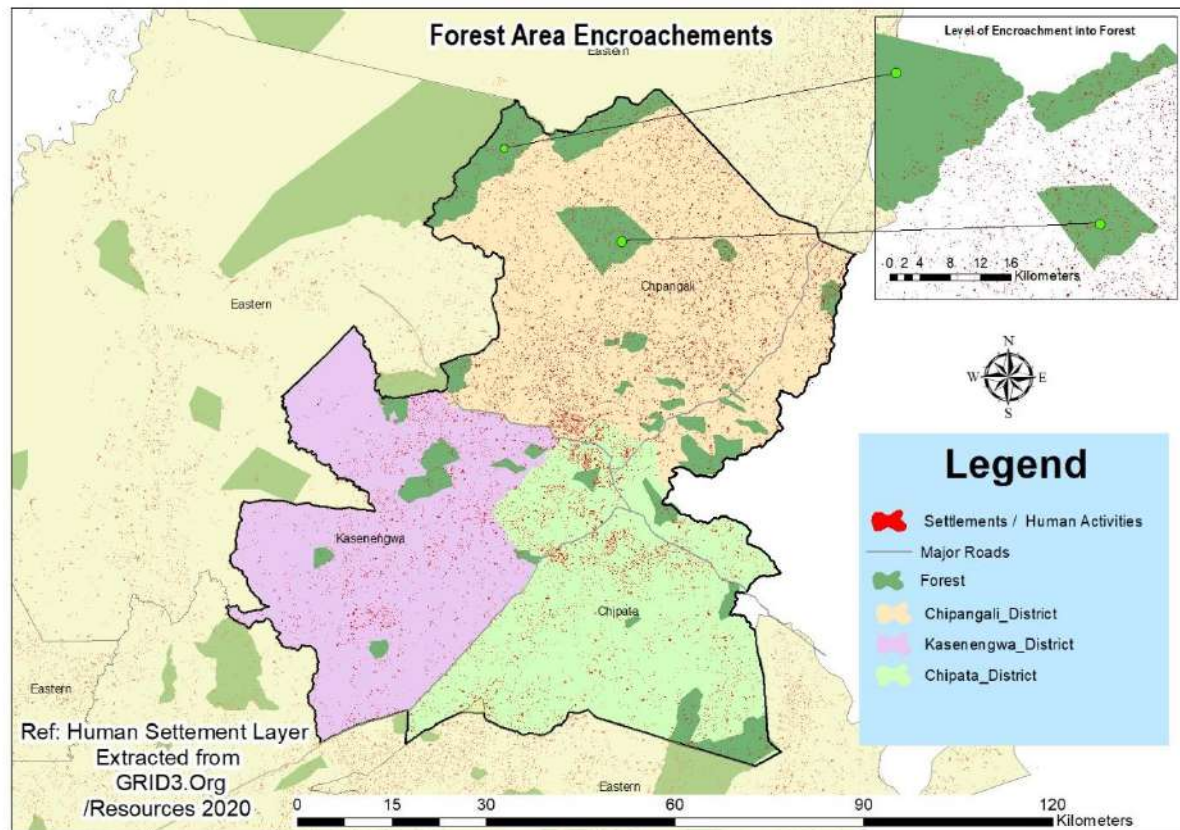
There will be need for enforcement of legislation by relevant authorities and the introduction of other deliberate measures that will strengthen the protection of forest reserves, hills and water body catchment areas on a sustainable basis for the current population and posterity within the scope of the JIDP.

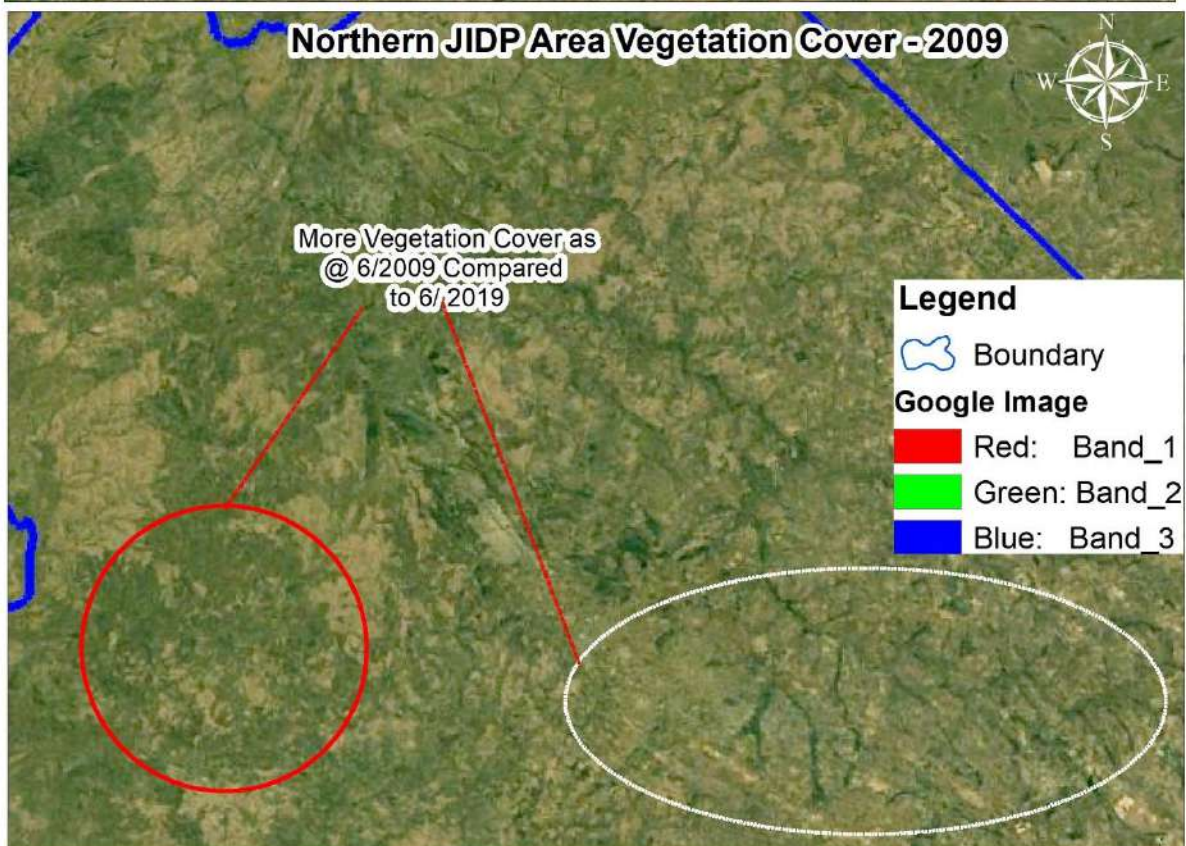
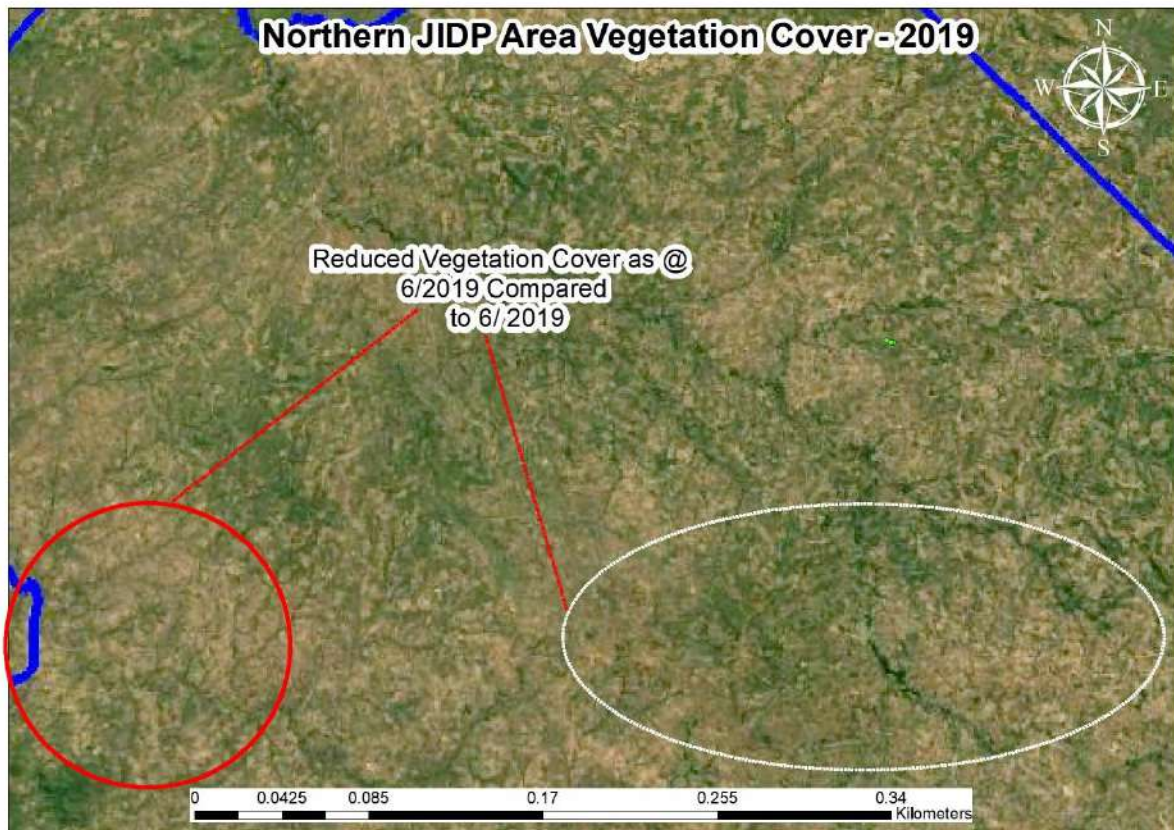
Across Chipata, worsening impacts of climate change including more frequent and intense droughts and floods have led to food, water and energy insecurity, especially among the country's most vulnerable rural communities.

Clearing forests for agriculture, charcoal and fuel wood production are among the country's main drivers of deforestation. The majority of the population lives in rural areas and depends on agriculture, forests and wildlife; yet these resources are being lost at a fast pace. Other factors that contribute to the problem include inadequate support for land use planning, poor agricultural and forestry resources management practices, untapped alternative livelihood options, and poor market access for marketable commodities and cash crops to farmers.

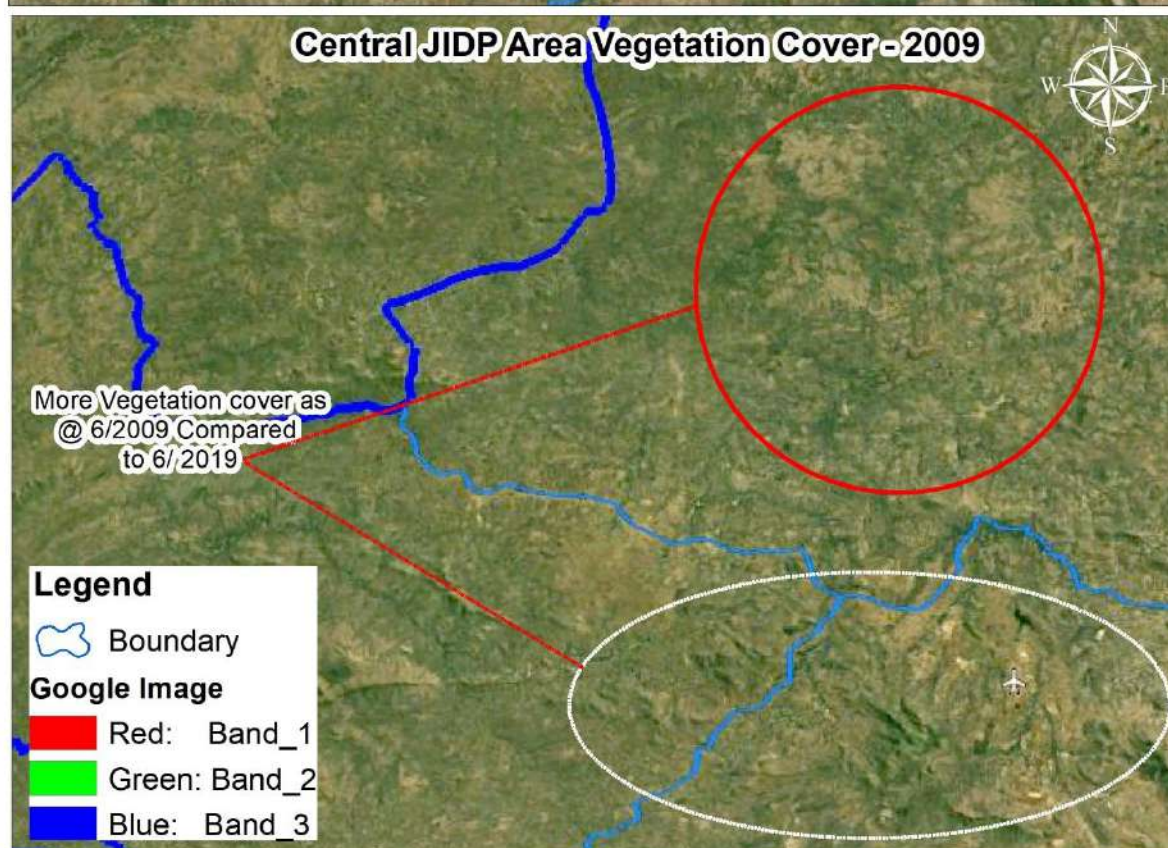
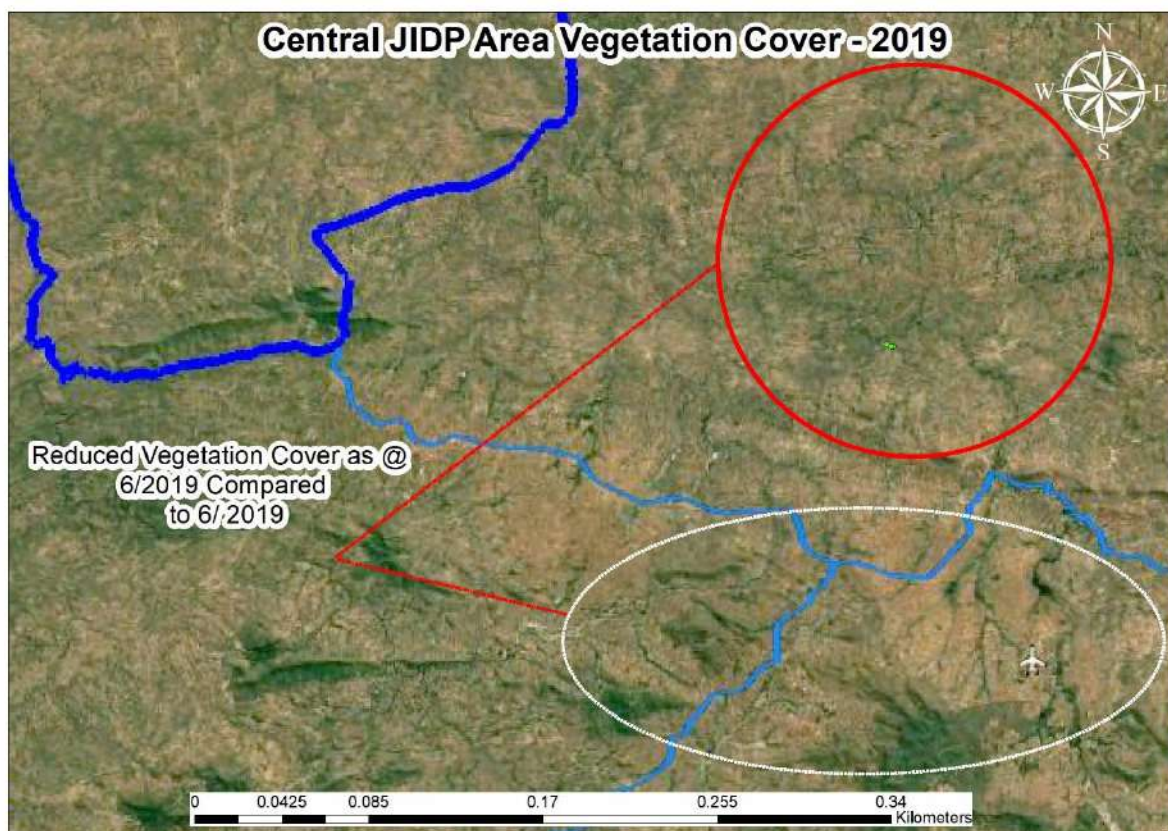


Figure 25: Forest Encroachments in the JIDP Area









#### **4.5.7 Impact of anticipated changes over the next ten years**

Land scarcity will affect women and youth more as the land on the fringes of the urban wards gains economic value. Urban land is increasingly precious, and many households are selling off their land as a means of survival. Land scarcity will deepen inequalities among age groups and between women and men, as well as among vulnerable groups. Food prices are expected to soar in the urban areas as distances increase from the centre of the town to where food will be produced.

#### **4.5.8 Impact of continuation of existing trends on land use and population distribution patterns**

The region has been affected by deforestation and continued extension of land into forests and other ecologically sensitive zones for agricultural, commercial, and housing developments. This will alter settlement patterns and population distributions, thereby create more urban planning challenges.

To address these urgent challenges posed by deforestation, the Government of Zambia, with support from the World Bank, launched a \$32.8 million forest landscape project (Zambia Integrated Forest and Landscape Project – ZIFLP) to improve sustainable land management, diversify livelihoods options available to rural communities, including climate-smart agriculture and forest-based livelihoods, and reduce deforestation in the country's Eastern Province. With the ZIFLP project, it is anticipated that deforestation will reduce, and the effects of climate change will be mitigated. Indeed, the project aims to reach 215,000 people, 30% of whom will be women. Key beneficiaries are rural communities in the Eastern Province's nine districts, namely Chadiza, Chipata, Katete, Lundazi, Mambwe, Nyimba, Petauke, Sinda, and Vubwi.

Improved tree coverage in the JIDP area will provide additional natural resources and make the region more resilient to the effects of climate change, while reducing soil erosion. This will attract diverse populations in search of economic opportunities offered by green environments.

#### **4.6 Other Community Issues and Amenities**

Every growth of an area requires the provision of social amenities in order to provide a conducive, productive and healthy environment. From the findings, there are notable amenities and activities that have an effect on the JIDP area.

#### **4.6.5 Public cemetery**

Provision of public cemeteries, funeral parlours and crematoriums is one of the major roles of Local Authorities. Article 147 of the Constitution of Zambia Amendment Act of 2016 provides for exclusive functions of Local Authorities. The JIDP area is among the regions with the highest rates of urbanisation and yet it lacks public cemeteries, funeral parlours and crematoriums. There is need for a public burial site particularly in the urban wards where there are diverse populations that have moved into the region in search of economic opportunities. The only public cemetery in Chipata has reached its full capacity and the land around is not suitable for expansion.

#### **4.6.6 Recreation and sports**

Open spaces play important roles in promoting public health, aesthetics and maintaining the environment. Chipangali and Kasenengwa do not have well-planned and zoned land uses for recreation and open spaces. As a result, no public infrastructure for purposes of supporting recreational, sporting and health activities related to open spaces exists. This is negatively affecting youth and sport development in the region despite the majority of the population being under the age of 35. Currently, only schools have land zoned for sports and are in need of infrastructure and other support services. While the JIDP area has a sports stadium in Chipata, Kasenengwa and Chipangali do not have any sport stadiums.

#### **4.6.7 Safety and crime**

The JIDP area has 3 police stations and 2 police posts for law enforcement against a projected population of 566,157 people (Zambia Police Service, 2020). According to the Zambia Police Service's standards, there should be one police post in every ward. Therefore, the JIDP has a deficit of 20 police posts. Police services in the JIDP area are inadequate despite a rise in criminal activity caused by population growth and poverty. Security infrastructure across the JIDP area is in a poor state and the number of law enforcement officers is growing at a rate slower than the population growth rate. The most common crimes are theft, assault occasioning bodily harm, defilement, gender-based violence, common assault, trafficking in prohibited substances and burglary.

The major security concern in the JIDP area, particularly in Chipangali district, is the porous border between Zambia and Malawi, which is largely unmanned and has no clear demarcations to assist the citizens of both nations to understand how far they can conduct business along the border. The main crossing points along the border have no police posts or immigration facilities to screen people. As a result, there are disputes between Zambian and Malawians over land and jobs in those areas, as many



Malawians are crossing into Zambia in Chipangali to look for jobs at wages far less than the wages charged by Zambians for the same work. There is also a high number of people crossing the border illegally for theft, prostitution, and trading in prohibited substances.

#### **4.6.8 Social protection**

The proportion of the population that is in need of social welfare services has increased in the last 10 years, mostly due the effects of climate change, HIV and increasing economic hardships and increased old age group. Older populations, Persons with Disabilities, and child-headed households are the most affected. The major challenge with social protections services is the inadequate financial support from the central government. The estimated number of people on the government and cooperating partners social cash transfer project is 123,000 people, mostly in Kasenengwa and Chipangali, which are predominantly rural districts.

### **4.7 Environment and Climate Change Analysis**

Climate change is one of the foremost global challenges facing human life and it is caused by anthropogenic activities taking places mostly in industrialised countries. However, the impacts of climate change are felt mostly by developing countries, mainly due to their inadequate resources to respond to effects of climate change.

Climate change increases the frequency and intensity of extreme weather events that can result in the destruction of infrastructure. Extreme weather events in Zambia such as flooding has resulted in the reduction of food, water and energy security. The most recent floods in Zambia which took place in 2019 were caused by the overflowing of the Luangwa River. The floods destroyed 11 homes, transportation infrastructure, damaged croplands and resulted in loss of lives. It is evidently clear that necessary adaptation measures should be taken.

#### **4.7.5 JIDP Area's vulnerability to climate change**

The JIDP area is more vulnerable to climate change effects because of inadequate financial and technical capacity to respond to the potential impacts of climate change. Socio-economic factors such as, rapid population growth, urbanisation and dependence of livelihoods on agriculture and natural resources are increasing people's sensitivity to climate change impacts. Moreover, most of the people in the JIDP area depend on agriculture as their main source of income, making the area even more susceptible to climate change impacts.

Zambia is divided into three agro-ecological regions (see the figure below) according to latitude, climate (temperature and precipitation) and topography. The JIDP area falls in region II. Region II is a medium rainfall area because it receives less than 1000 mm of rainfall per annum. The highest rainfall recorded in region II was 1204mm in 1977/78. On the other hand, the lowest amount of rainfall recorded in the region was about 544 mm which was experienced in 1991/92. Projections from the meteorological data have indicated that the average rainfall will increase in region II, with the wettest and dry years being 2024-2059 and 2063-2075, respectively.

The JIDP area's economy is dependent on agriculture and value addition. Due to this, the JIDP area is sensitive to climate change because of its dependence on natural resources. Other socio-economic factors that are making the JIDP area to be susceptible to the impacts of climate change are high population growth.

In the last census that was conducted in 2010, about 339, 156 people resided in rural areas and 116,627 resided in urban areas. Rural-urban migration in the JIDP area is expected to increase and urbanisation can increase exposure to climate risk through an increase in the number of informal settlements and inadequate land management.

This is already evident in Chipata, where there has been an emergence of 5 informal settlements, namely Nabvutika, Munga, Magazine, Mutiliasembe, and Mchini. There has also been an increase in congestion and pollution in the urban areas. Due to limited land per household in informal settlements, it is difficult to farm and produce food or conduct other type of businesses to generate income. Without proper urban and rural-urban migration planning, there will be an increase in informal settlements and the cost of land could go up due to high demand of land, hence hindering investments opportunities that can create off-farm employment. Another issue with urbanisation in Chipata is that most of the green spaces are being converted into building infrastructure without proper planning and most of the trees at the hillsides are sold as coal, thus making the soil vulnerable to erosion.

With around 82% of the population living in poverty (slightly higher compared to the national poverty rate (70%) in Zambia, there is a higher number of vulnerable groups who do not have the necessarily needed resources to adapt to climate change. Hence more action should be taken to assist the poor to adapt to the changing climate.

#### 4.7.6 Disaster risk reduction and mitigation

Disaster risk reduction is a key planning consideration in the setting up of new infrastructure and in maintaining existing infrastructure. A number of areas prone to fire disaster were identified in the JIDP area as shown in the figure below. Other common disasters identified include mudslides from the hills surrounding the built-up areas, floods in the unplanned settlements, forest fires, and health disasters related to water contamination around the JIDP area. The unplanned settlements are most at risk when it comes to a combination of disasters.

Currently, no disaster risk reduction or mitigation plans are available in the region and this calls for concern. The JIDP actions should include preparation of a hazard mitigation plan, particularly to address frequent flash floods and mudslides that are causing extensive damage to public infrastructure, such as roads and houses.

*Figure 26 : JIDP observed fire disaster occurrences*

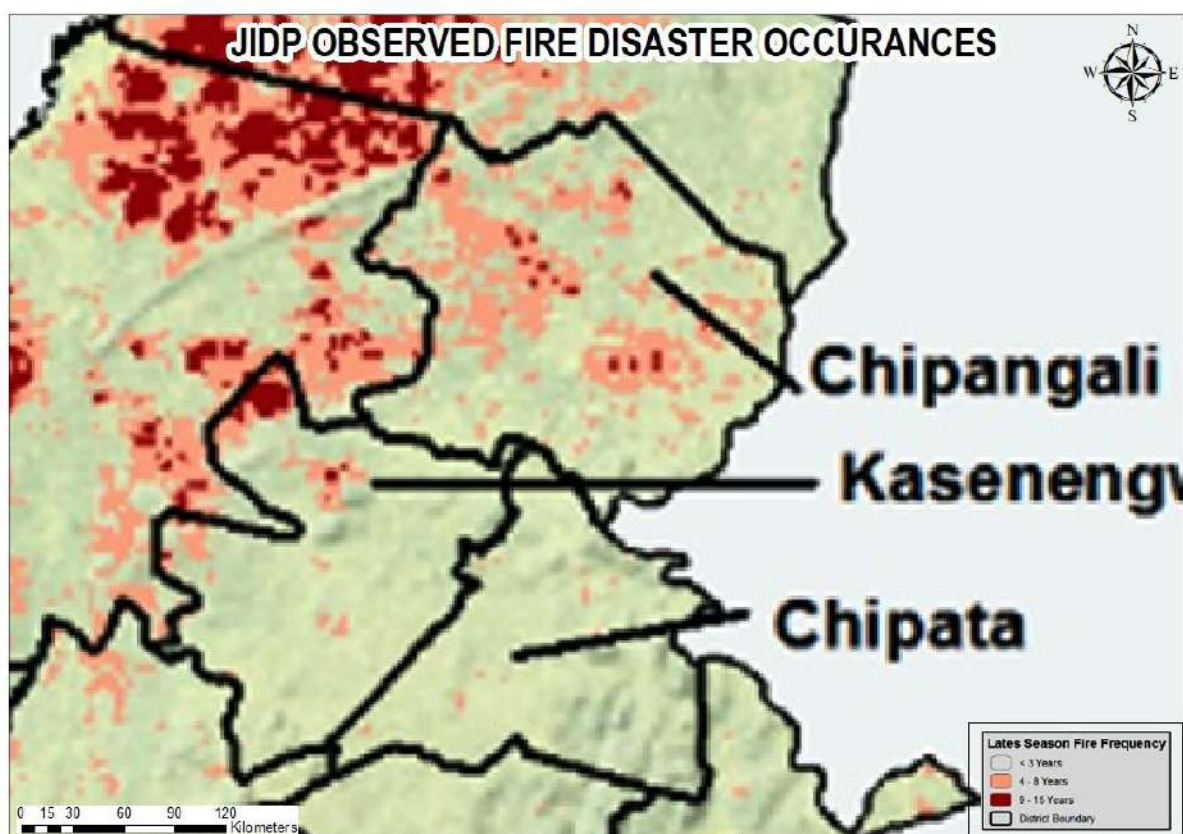


Table 20: Climate Change Mainstreaming in the JIDP Area

CLIMATE CHANGE MAINSTREAMING												
Variable	Future Climate Scenarios	Gender-based Impact of & Adaptation to Climate Change	DEVELOPMENT SECTORS									
			Social Environment		Natural Environment			Physical Environment			Economic Environment	
			Education	Health	Agriculture	Forestry	Fisheries	Water & Sanitation	Energy	Infrastructure	Income-generating sectors	Tourism
Temperature	Increasing temperatures	Impact	Low school performance & attendance	Heat stroke, dehydration, cardiovascular respiratory, cerebrovascular disease	Increase in droughts and crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Structural failures, collapse, high demands for cooling	Lower incomes	Lower tourists due to increasing temperatures
		Adaptation	School air conditioning for teachers and students in exam grades	Increased air conditioning in health facilities	Climate smart agriculture, drought resistant crops	Reforestation education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of alternative income sources	Protection of watersheds and catchment areas	Use of solar power and other renewable energy options	Green energy efficient buildings	Provide alternative income sources	Increased air conditioning in hotels, lodges and other tour facilities

<b>Rainfall</b>	<b>More unpredictable rainfall patterns</b>	<b>Impact</b>	Floods destruction of schools, bridges	Increased water borne diseases	Crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Roads and bridges collapse, flooding	Lower incomes	Lower tourists due to flooding, poor roads and bridges collapse,
		<b>Adaptation</b>	Flood protection control barriers and drainage systems	Improve hygiene and sanitation for all an access to health care	Climate smart agricultures, drought resistant crops	Reforestation education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of alternative income sources	Protection of watersheds and catchment areas	Use of solar power and other renewable energy options	Flood protection control barriers and drainage systems	Provide alternative income sources	Flood protection control barriers and improve drainage systems
	<b>Rainy season starting late &amp; ending early</b>	<b>Impact</b>	Increased poverty impacting school attendance	Heat stroke, dehydration, cardiovascular diseases	Increase in droughts and crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Structural failures, collapse, high demands for cooling	Lower incomes	Lower tourists' due high animals deaths due to inadequate water
		<b>Adaptation</b>	Provide alternative income sources	Increased air conditioning in health facilities	Climate smart agricultures, drought resistant crops	Reforestation education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of alternative	Protection of watersheds and catchment areas	Use of solar power and other renewable energy options	Green energy efficient buildings	Provide alternative income sources	Provide drinking facilities for animals

						income sources					
<b>Increase in dry spells</b>	<b>Impact</b>	Increased drought induced poverty impacting school attendance	Heat stroke, dehydration, cardiovascular diseases	Increase in droughts and crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Structural failures, collapse, high demands for cooling	Lower incomes	Lower tourists due to increasing temperatures
	<b>Adaptation</b>	Provide alternative income sources	Increased air conditioning in health facilities	Climate smart agriculture, drought resistant crops	Reforestation education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of alternative income sources	Protection of watersheds and catchment areas	Use of solar power and other renewable energy options	Green energy efficient buildings	Provide alternative income sources	Increased air conditioning in hotels, lodges and other tour facilities
<b>Average seasonal rainfall may slightly increase</b>	<b>Impact</b>	Floods destruction of schools, bridges	Increased water borne diseases	Crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Roads and bridges collapse, flooding	Lower incomes	Lower tourists due to flooding, poor roads and bridges collapse,
	<b>Adaptation</b>	Flood protection control barriers and drainage systems	Improve hygiene and sanitation for all an access to	Climate smart agriculture, flood resistant crops	Reforestation education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of	Protection of watersheds and catchment areas	Use of solar power and other renewable	Flood protection control barriers and drainage systems	Provide alternative income sources	Flood protection control barriers and improve drainage systems

				health care			alternative income sources		energy options			
Evapo-Transpiration	Increasing evapo-transpiration	Impact	Low school performance & attendance	Heat stroke, dehydration, cardiovascular respiratory, cerebrovascular disease	Increase in droughts and crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Structural failures, collapse, high demands for cooling	Lower incomes	Lower tourists due to increasing temperatures
		Adaptation	School air conditioning for teachers and students in exam grades	Increased air conditioning in health facilities	Climate smart agriculture, drought resistant crops	Reforestation education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of alternative income sources	Protection of watersheds and catchment areas	Use of solar power and other renewable energy options	Green energy efficient buildings	Provide alternative income sources	Increased air conditioning in hotels, lodges and other tour facilities
Extreme Events	Increasing floods	Impact	Floods destruction of schools, bridges	Increased water borne diseases	Crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Roads and bridges collapse, flooding	Lower incomes	Lower tourists due to flooding, poor roads and bridges collapse,
		Adaptation	Flood protection	Improve hygiene	Climate smart	Reforestation education	Enforce fish bans	Protection of	Use of solar	Flood protection	Provide alternative	Flood protection control barriers

			n control barriers and drainage systems	and sanitation for all an access to health care	agricultu res, flood resistant crops	campaigns, provision of alternative income sources	to allow for breeding Provision of alternative income sources	watershe ds and catchmen t areas	power and other renewab le energy options	n control barriers and drainage systems	tive income sources	and improve drainage systems
Increasing droughts	Impact	Low school performance & attendance	Heat stroke, dehydration, cardiovascular respiratory, cerebrovascular disease	Increase in droughts and crop failure	Increased deforestation for livelihoods support	Overfishing for livelihood and income support	Low water levels and dry streams	Load shedding power cuts	Structural failures, collapse, high demands for cooling	Lower incomes	Lower tourists due Increasing temperatures	
	Adaptation	School air conditioning for teachers and students in exam grades	Increased air conditioning in health facilities	Climate smart agricultu res, drought resistant crops	Reforestatio n education campaigns, provision of alternative income sources	Enforce fish bans to allow for breeding Provision of alternative income sources	Protectio n of watershe ds and catchmen t areas	Use of solar power and other renewable energy options	Green energy efficient buildings	Provide alterna tive income sources	Increased air conditioning in hotels, lodges and other tour facilities	



#### 4.8 Gender and Inclusion Issues

A report by JICA in 2016 highlighted that although 78% of women are engaged in agriculture, their labour does not necessarily lead to cash income because: *“(i) they tend to fulfill a supporting role in family farming, (ii) they have less access to production equipment and land compared to men, and (iii) their activities are often limited to subsistence farming or other simple work due to the fixed role expected of women and time constraints. The agricultural extension service often prioritizes men, especially those with land; making it difficult for people without land to secure a loan”* (JICA, 2016). The picture given by JICA on economic participation is also true in the realm politics and other issues in the JIDP. For example, out of the 4 constituencies in the JIDP area, all of them are represented by male members of parliament. Further, at the local authority level, out of the 22 wards only two wards are represented by female councilors a situation which bits the whole effort of achieving a 50 – 50 gender equality.

##### **Social environment**

According to the ZDHS (2014), 8.4% of women aged 15-49 years compared to 3.7% of men of the same age group had never attended any level of formal education. *“More males compared to females were literate, 82.7 percent and 67.5 percent, respectively”* (Ministry of Gender and Child Development, 2014). In Zambia, nearly half (47%) of married females aged 15-49 reported having experienced physical, sexual and/or emotional violence from their current or most recent partners; while 43% of all females experienced physical violence at least once since age 15, and 17% have experienced sexual violence (ZDHS, 2014). Early marriages were also reported to be common at the time of the ZDHS 2013/14 survey. Girls from the poorest 20% of households are five times more likely to be married before age 18 than girls from the richest quintile.

The Eastern Province experiences a very high poverty rate above 80% and the JIDP area with 72% does only minimally better (JICA, 2016). In Chipata Central, Kapata Ward has the lowest incidence at only 35%, while Kanjala and Msanga Wards stand at 52-53%, with Dilika Ward having the highest prevalence at 67% - thus, still below the district's average (De la Fuente et al, 2015). The youth employment in the JIDP area is at 29% is at par with the average of urban areas in Zambia (JICA, 2016). By 2035, these values are forecasted to remain relatively similar to average values. The JIDP area is estimated to achieve the third largest job creation by 2035 after Lusaka and Kitwe (ICED, 2017). While it is an advantage that the JIDP area has mostly already passed its youth bulge phase, caution is needed as qualitative issues exists in terms of a skills mismatch and high levels of informality, which were estimated at 85-89% in 2012 (Chipata City Council, 2012). In terms of affordability of urban life, there is a stark discrepancy between the monthly household income in the Eastern province at ZMW 1,075 in 2015 and city monthly basic needs costs that were 2.5-times larger at ZMW 2,624 in 2016 (ICLED, 2017). This means that living in the JIDP

area is largely unattainable for most people in the Eastern Province and much better paying jobs will be needed to afford life in the urban area. This challenge is also linked to the need for more affordable housing options in the JIDP area.

In terms of prevalence, of multi-dimensional poverty in the JIDP area, Kasenengwa constituency is the poorest at 88% poverty followed by Chipangali constituency at 86% and then Luangeni constituency at 85%, these constituencies are above the provincial average which is at 82%. Chipata central constituency is the lowest in terms of poverty levels at 50% (MNDP & CSO, 2019).

Regarding inclusivity, it is also important to note that Zambia is a multi-ethnic country, which recognises in its census more than 20 ethnic categories/groups. In the Eastern Province, Chewa is the most common ethnic group at nearly 40% total and 31% in urban areas. While 1 out of 5 people in the Eastern Province belong to the Nsenga (only 15% share in urban areas). The second-largest ethnic group, the more than 1 out of 5 people in urban areas belong to the Ngoni (only 15% overall in the Eastern Province). Another sizeable ethnic group in the province are the Tumbuka (16% total, 12% in urban areas). In general, the ethnic composition of urban areas in the Eastern Province is slightly more diverse than the rural areas. In terms of languages most widely used during day-to-day communication, rural and urban areas differ significantly, with the latter experiencing the mix of different ethnic (and language) groups in towns and cities. Overall, Chewa (35%), Nsenga (21%), Nyanja (17%), Tumbuka (17%) are the most common languages. In urban areas, however, Nyanja as a trans-tribe language accounts for more than half of the most common languages spoken (54%), while Chewa (17%), Nsenga (15%), and Tumbuka (5%) are less common (but still among the more widely spoken languages). English as a day-to-day language accounts for 0.2% across the province, but 1.0% in urban areas.

### **Physical/natural environments and land use**

An important aspect of inclusivity in urban areas such as Chipata is public safety, provided by corresponding urban infrastructure and services. In this regard, Chipata has inadequate public lighting and safe waiting areas for women and other vulnerable groups. Chipata is also struggling with gender-based violence and has seen a rising number of women in sex work, which is likely related to increased border-trade. Statistics on persons with disabilities show that 2.1% of the population in the Eastern Province is physically and/or mentally disabled, with the percentage being higher in rural than urban areas (2.2% versus 1.4%), although Chipata district stands at 2.0%. Based on the current layout of the

urban area and the status of the infrastructure, it can be assumed that Chipata does not provide for easily accessible infrastructure services. Soil erosion is high due to lack of drainage as well as tree cutting and construction on the hills. As such, many residents especially those in underserved informal settlements, such as Navutika, are victims of flooding and wash aways. On the hand, Eighty percent of the road infrastructure is gravel, they are easily washed away when exposed to heavy rains. Gender equality and social inclusion is of central concern in water services, water resources management and other productive activities, therefore adopting a gender and social responsive approach improves the project impact, performance and sustainability (CIG Zambia, 2018).

JICA n 2016, JICA noted that, although in Zambia the Land Act accepts the land use rights of women, *“women in general face an extremely unfair situation in which they are not permitted to manage or own land because of the prevailing emphasis on land use rights based on customary law”* (JICA, 2016).

### **Planning Needs of the JIDP Area**

The following section contain the assessed and estimated planning needs for major sectors in the JIDP area based on likely population projections and current planning standards in units and hectareage wherever applicable. The examined needs include the existing and estimated ones. The base year used in this regard is 2020 which constitutes the year for determining the existing needs.

### **Housing Needs**

Table .. illustrates the number of dwellings units as existing in the JIDP area as at 2020 and as projected to 2025 and 2030. The housing unit needs include government and private sector housing units. The 2018 Demographic and Health Survey states that the average household size in Zambia is 5 persons. The majority of IDP’s urban population live in informal settlements which lack basic amenities and services. The local authority in partnership with other institutions and organisations will have to provide not only serviced plots but also be involved in the production of low-cost houses for the poor if the JIDP housing needs are to be met as estimated.

	<b>2020</b>	<b>2025</b>	<b>2030</b>
Population	566,157	628,053	694,539
Estimated required number of Households	113,231	125,611	138,908
Existing number of households	91157	91157	91157
Estimated shortage of housing needs	22,074	34,454	47,751

## **4.9 Summary of Core Issues in the JIDP**

The table below summarises the core issues emanating from the public consultations conducted for this JIDP.

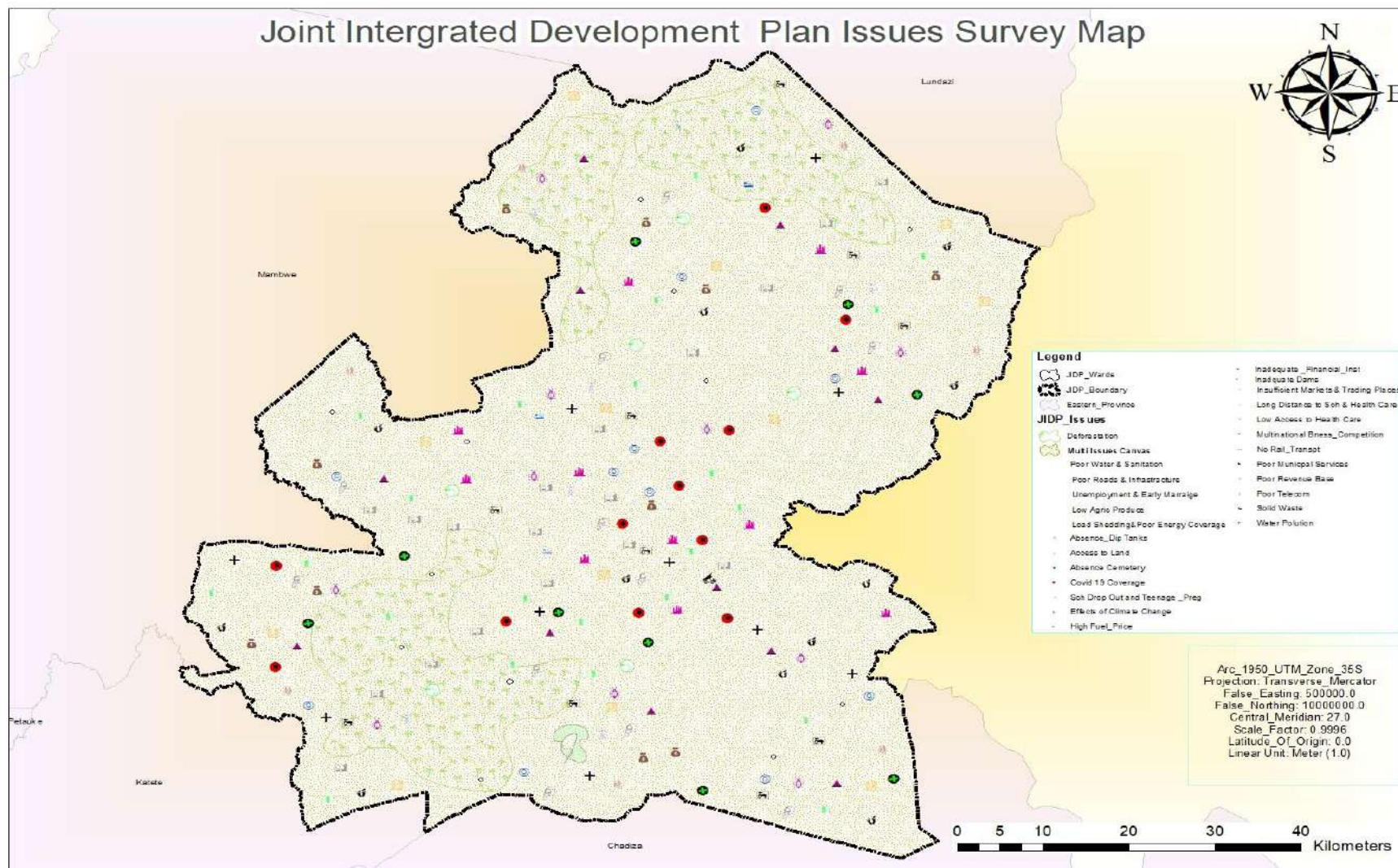
*Table 21: Summary of core issues in the JIDP*

#	Core issue	Description of core issue
1	Electricity	Access to affordable, reliable and clean energy is a key driver of change. The region has a critical energy deficit exacerbated by frequent power cuts. Most rural areas are not connected to the national grid.
2	Road infrastructure	Transportation of people and goods is essential across every region. Critical road infrastructure is in a poor state and in need of repair.
3	Encroached forests	Forests provide abundant resources and play a critical role in cooling our planet. Currently, forests are been encroached on for firewood, housing developments and other resources.
4	Youth unemployment	High youth unemployment in the region due to inadequate a well-defined service and manufacturing sector.
5	Water supply	The region experiences critical water shortages due to inadequate dams, bores and an expanded water reticulation system.
6	Service quality	The region offers poor quality services across sectors that are considered unsatisfactory by residents.
7	Urban planning	The JIDP has no well-defined plans to guide the spatial development of the area. Land use zones are not compatible resulting in low property values.
8	Early and teenage pregnancies	Girls are dropping out of school due to teenage pregnancies driven by low access to safe planning methods, cultural practices and poverty.
9	Long distances to schools	Schools are located far away from where significant number of learners reside resulting on low enrolment rates and low retention in

		schools. Population distribution also contributes to inequitable school distribution.
10	Access to primary health care	Health facilities are not equitably distributed in the JIDP area due to terrain, poor road infrastructure and population distribution patterns.
11	Urban markets and trading places	Urban flea markets are not well defined and infrastructure in a bad state. Markets stalls and shops are in a deplorable state.
12	Access to finance	Businesses and households have limited access to funds for business and infrastructure development. Where funds are available, collateral is not available.
13	Livestock infrastructure	Livestock is one of the major agricultural activities. Animals are frequently dying due to inadequate dip tanks for disease control and dams for watering of animals especially in the dry season.
14	Fuel Prices	There are no service stations in Kasenengwa and Chipangali resulting in high fuel prices in these areas. The fuel price per litre is much higher than the pump price due to distance to service stations.
15	Business practices of multi-national corporations	Multinational corporations are engaging in prohibitive business practices that make it difficult for local businesses to compete.
16	Local Authorities' revenue base	The LAs have low capacity to generate own resources for operations and provision of services.
17	Business processes and permits	The business processes are not well defined and complex. There is too much bureaucracy in business permitting resulting in corruption and inefficiencies.
18	Solid Waste Management (SWM) Disposal	Population growth has resulted in increased generation of solid waste particularly plastics. There is no landfill in the JIDP and no deliberate SWM programmes.
19	Cemeteries	The JIDP area has no gazetted public cemeteries.
20	Deforestation and soil erosion	Indigenous trees are cut indiscriminately for charcoal and fuel wood and large tracts of

		land cleared to pave way for agriculture. The loss of vegetation has exposed soils to heavy soil erosion especially in the rainy season.
21	Effects of climate change on crops	The rainfall pattern has changed resulting in crop failure for rain fed crops grown by households. High temperatures have also affected water retention in soils.
22	Water pollution	Sprawling of human settlements is polluting surface water sources. The landfill and increased use of septic tanks is polluting ground water.
23	Access to land	Access to services land and secure land tenure for capital investment is still a challenge. Less than 10% of the population has a certificate of title for the land they currently own and occupy.

Figure 27: JIDP Issues Survey Map



## **PART THREE**

### **DEVELOPMENT FRAMEWORK**



## 5. VISION FOR THE JIDP

The Vision for the Chipata, Chipangali and Kasenengwa JIDP is:

*A well planned, green and productive regional trade hub with inclusive social amenities, a decentralised participatory governance system and resilient infrastructure by 2030.*

By 2030, the area covered by the JIDP will be well-planned, connected, with a decentralised participatory governance system. Having capitalised in the agricultural heritage and natural resources through advanced production, the plan will provide accessible and inclusive social amenities that serve all while sustaining a resilient environment from which the success as a regional trade hub is built.

### 5.4 Policies to Direct Development

The main development policies of the Chipata JIDP are:

**1. By 2030, increase agricultural productivity of the region through climate smart and resilient agricultural practices**

This policy is anchored on improving the capacity of households to produce adequate food for consumption and for business. Technology will drive production of various agricultural products. Particular attention will be given to climate change and biodiversity conservation, technology, information and training of households. Commercial farming will be the driving force of the economy supported by research and development.

**2. By 2030, double the proportion of the population with access to affordable and renewable energy**

To drive technology and productivity, access to energy by majority of the people and by productive industry will be required to strengthen value chains. Affordable and renewable energy is sustainable and enables businesses to set-up anywhere.

**3. By 2030, promote multi-modal transport infrastructure and public infrastructure to support health and education**

This policy looks at the flow of materials and people across the region and how transport drives the economy. Access to resilient public infrastructure and mobility is critical in driving social and economic change. In order to promote diversification and reduce regional inequalities, infrastructure plays a central role in influencing services and incomes.

**4. By 2030, strengthen the regional economy through economic diversification and value addition**

The region functions as a provincial hub and forms the centre of a key urban economic corridor. It is close to Malawi and the South Luangwa, a tourism magnet in the area. With vast tracts of land under cultivation, the region has the potential to become the major export earner through value addition. This policy will facilitate the development of the region as a trade hub for Malawi, Mozambique and Tanzania as part of the Nacara Corridor and Growth Triangle under the COMESA Regional Economic Integration Initiatives.

**5. By 2030, achieve sustainable access to natural resources through environmental protection and conservation**

The region has a favourable climate and unique landscape including forest reserves that are being threatened by human activity expanding into ecologically sensitive zones and climate change. Poor and unsustainable agricultural practices are also posing a greater threat to the environment.

## 5.5 Development Objectives, Priorities and Development Strategies

### 5.5.5 Development Policy 1: By 2030, increase agricultural productivity of the region through climate smart and resilient agricultural practices

Objective	Put in place a joint monitoring system for agricultural production by 2030							
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
The JIDP M&E Committee will ensure that a Monitoring System is in place	Develop a Performance Monitoring and Evaluation Plan	All Districts	1 plan					LAs
	Conduct training of 15 District Officers in M&E	All Districts	15 people					LAs
	Documentation of good practices through Case Studies and Stories of Significant Change	All Districts	2 case studies	2 case studies	2 case studies	2 case studies	2 case studies	LAs
	Conduct baseline survey on KAP in the agricultural sector and natural resource management	All Districts	1 report					LAs
The LAs will form a Mayoral Group for M&E	Develop an IDP M&E Toolkit for Municipal Leaders	All Districts	1 toolkit					LAs
	Training of Council Chairpersons and Councillors	All Districts	6 people					LAs
	Conduct bi-annual monitoring for selected capital projects	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	LAs
Objective	Increase access to livestock health services at community level by 25% by 2030							
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
The LA with MoLF to ensure livestock health services at community level	Training of 100 Livestock Extension Officers	All Districts	50 people	50 people				MACO
	Construction of 10 dip tanks in the most affected wards	Kasenengwa Chipangali		2 dip tanks	4 dip tanks	4 dip tanks	2 dip tanks	MACO

	Construction of 5 dams and watering holes for livestock in the most affected wards	All Districts		1 dam	1 dam	1 dam		MACO
	Conduct livestock pest and disease surveillance surveys	All Districts	1 survey	1 survey	1 survey	1 survey	1 survey	MACO
<b>Objective</b>	<b>Increase access to fish and fish products in the JIDP region by 25% by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
MoLF working with CEEC to promote Aquaculture as a business venture by 2024	Conduct mapping of areas for Fish Farming Initiatives	All Districts	3 sites	3 sites	3 sites	3 sites	3 sites	MoLF
	Setup community fingerling ponds for breeding and fish multiplication	All Districts	3 fish ponds	3 fish ponds	3 fish ponds	3 fish ponds	3 fish ponds	MoLF
	Train youth and women groups in fish farming	All Districts		12 groups	12 groups		12 groups	MoLF
	Create partnerships for fish farming with local private sector	All Districts	5 PPPs		5 PPPs			MoLF
	Construction of cold storage units in targeted trading centres	All Districts		1 centres	1 centres	2 centres	2 centres	MoLF
	Conduct trainings for farmers in smart aquaculture practices	All Districts	3 meetings	3 meetings	3 meetings	3 meetings	3 meetings	MoLF
	Conduct annual surveillance for prevention of pests and diseases	All Districts	1 report	1 report	1 report	1 report	1 report	MoLF

<b>Objective</b>	<b>Increase crop production through smart and resilient agricultural practices by 25% by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
LA working with MACO to establish partnerships with the	Identification and mapping of private sector institutions working in the area to support	All Districts	5 firms	5 firms	5 firms	5 firms	5 firms	MACO

private sector to assist in Input supply, storage and selling of produce and provide SMME support	small-scale farmers with input distribution							
	Conduct training for households in Smart and Resilient Crop Production Practices	All Districts	500 farmers	500 farmers	500 farmers	500 farmers	500 farmers	MACO
	Secure 10,000ha of land for commercial agriculture by engaging Traditional Leaders	All Districts	2000ha	2000ha	2000ha	2000ha	2000ha	LA
	Recruitment of community crop extension officers	All Districts	100 officers	100 officers	100 officers	100 officers	100 officers	MACO
	Conduct farm mechanisation trainings for farmers	All Districts	3 trainings	3 trainings	3 trainings	3 trainings	3 trainings	MACO
	Conduct crop trials for various seed varieties	All Districts	200 crops	200 crops	200 crops	200 crops	200 crops	MACO
MACO working with ZEMA and Metrological department to set up Farmer Early Warning Systems by 2022	Produce monthly weather forecast reports	All Districts	12 reports	12 reports	12 reports	12 reports	12 reports	MACO
	Conduct crop surveillance for pest and disease prevention	All Districts	1 report	1 report	1 report	1 report	1 report	MACO
	Circulate weather forecasts reports through Community Crop Extension Officers	All Districts	500 farmers	500 farmers	500 farmers	500 farmers	500 farmers	MACO
	Conduct monthly radio programmes on weather forecast	All Districts	12 shows	12 shows	12 shows	12 shows	12 shows	MACO
LA working with FRA to ensure that maize storage and marketing meets its targets and	Construction of maize depots for strategic district reserves	All Districts		3 depots		3 depots		FRA
	Conduct quarterly meetings with private sector for buying of maize from farmers	All Districts	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	FRA/MACO

expectations of farmers by 2023	Develop a database of grain dealers that can be updated annually	All Districts	1 database	1 database	1 database	1 database	1 database	FRA
	Design an ongoing farmer input support programme	All Districts		1 programme				FRA/MACO

**2.1.1. Development Policy 2: By 2030, double the proportion of the population with access to affordable and renewable energy**

Objective	Promote access and use of renewable energy solutions for commercial and domestic use in the region by 2030							
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
The LA will create an enabling environment for investments in Solar, Thermal, Wind and Gas plants	Enter renewable energy partnerships with traditional leaders	All Districts	3 PPPs		3 PPPs			LAs
	Mapping of sites for joint ventures between traditional leaders, private sector and LA	All Districts	3 sites	3 sites	3 sites	3 sites	3 sites	LAs
	Carry out cadastre survey of land for possible investments	All Districts	3 reports	3 reports	3 reports	3 reports	3 reports	LA
	Conduct monthly radio shows on the benefits of renewable energy on radio	All Districts	12 shows	12 shows	12 shows	12 shows	12 shows	LA
	Conduct road shows to promote use of renewable energy	All Districts	2 road shows	2 road shows	2 road shows	2 road shows	2 road shows	ZANIS
	Conduct feasibility studies for thermal and wind energy	All Districts	2 reports		2 reports			LA
The LA working with REA and other stakeholders ensure that the districts have capacity to venture into Solar Business	Develop a solar energy incentives package for start-up businesses	All Districts	1 package					LA
	Training of solar SMEs	All Districts	15 SMEs	15 SMEs	15 SMEs	15 SMEs	15 SMEs	LA
	Identification and holding of stakeholder meeting quarterly	All Districts	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	LA
	Develop concept note for CEEC on solar energy finance	All Districts	1 concept					
The LA will partner with private sector to provide Gas for cooking	Secure land from traditional authorities for purposes of setting up gas plants	All Districts	3 sites		3 sites			LA

	Training of local entrepreneurs in gas for cooking handling	All Districts	20 SMEs	20 SMEs	20 SMEs	20 SMEs	20 SMEs	LA
	Link SMEs to finances and resources	All Districts	20 SMEs	20 SMEs	20 SMEs	20 SMEs	20 SMEs	LA
<b>Objective</b>	<b>Increase the number of fuelling services stations in the JIDP area by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
Establishment of land for filling stations investments	Identify potential sites for fuel service stations	Kasenengwa & Chipangali	3 sites		3 sites		3 sites	LA
	Sign partnership agreements with traditional leaders for fuel service stations	Kasenengwa & Chipangali	3 stations		3 stations		3 stations	LA
	Cadastre surveying of proposed sites	Kasenengwa & Chipangali	3 surveys	3 surveys	3 surveys	3 surveys	3 surveys	LA
	Sign partnership agreements with private sector for setting up fuel service stations	Kasenengwa & Chipangali	3 PPPs		3 PPPs		3 PPPs	LA



### 5.5.6 Development Policy 3: By 2030, promote multi-modal transport infrastructure and public infrastructure to support health and education

Objective	Strengthen the capacity of the LAs in order to effectively deliver basic municipal infrastructure services by 2025							
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
Ensure committed and ongoing investment in achieving and maintaining ownership of the long-term vision	Develop Business Plans for LAs to raise strategic resources for infrastructure developments	All districts	3 plans					LA
	Develop a Key Performance Dashboard for Council Chairpersons and Mayor on IDP coordination and Management	All districts	1 tool					LA
	Establish a permanent committee on Municipal Infrastructure	All Districts	2 meetings per district committee	2 meetings per district committee	2 meetings per district committee	2 meetings per district committee	2 meetings per district committee	LA
Enhance intergovernmental relations for better coordination of Infrastructure development and maintenance	Bi-annual data collection to inform new projects	All Districts	2 reports	2 reports	2 reports	2 reports	2 reports	LA
	Annual data collection to inform maintenance and repair	All Districts	1 report	1 report	1 report	1 report	1 report	LA
	Development of a register engineering municipal services	All Districts	3 registers	1 register	1 register	1 register		LA
Ensure that all LAs have Revenue Mobilisation strategies in Place	Resource Mobilisation training for Key Officers in LAs	All Districts	2 trainings	2 trainings	2 trainings	2 trainings	2 trainings	LA
	Preparation of Revenue Mobilisation Concept Papers	All Districts	1 revenue mobilisation					LA

			n concept paper					
LA have adequate capacity to collect debts	Training of Debt Collectors	All Districts	10 people	10 people	10 people	10 people	10 people	LA
	Design Digital Platforms to ease customer access and payments (Web-based and Mobile)	All Districts	2 tools					LA
	Partner with bailiffs for debt collection	All Districts	3 bailiffs					LA
Promote and improve revenue collection awareness	Design Revenue Database for Own Source Revenue	All Districts	1 OSR D/base					LA
	Design and deploy Digital Payment Platforms	All Districts	2 apps					LA
<b>Objective</b>	<b>Improve road infrastructure and accessibility within the region by 2025</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
The LA to facilitate the upgrading 332km of M and D roads to bitumen standard (see Appendix 1 for details of kilometres per district)	Conduct meetings with RDA and Traditional Leaders	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	
	Sensitisation of the local communities	All Districts	3 events	3 events	3 events	3 events	3 events	
	Reconnaissance, survey and mapping of road network	All Districts	2 reports					
	Road construction with Bitumen	All Districts	60km	60km	60km	60km	60km	
Creation of 1,493km of feeder roads to at least gravel standard (see Appendix 1 for details of kilometres per district)	Conduct meetings with RDA, traditional leaders	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	RDA
	Sensitisation of the local communities	All Districts	3 events	3 events	3 events	3 events	3 events	LA
	Reconnaissance, survey and mapping of road network	All Districts	1 report		1 report			RDA/LA

	Feeder road construction	All Districts	298km	298km	298km	298km	300km	RDA
The LA working with WARMA and other relevant stakeholders to facilitate for the improvement of water supply the JIDP area by 2025	Reconnaissance and assessment of existing dams for possible expansion and rehabilitation	All Districts	1 report		1 report			LA/WARMA
	Engagement of stakeholders such as ZEMA, Eastern Water, LA's and traditional leaders	All Districts	2 meetings					LA
	Sensitisation of the local communities on the upcoming project	All Districts	3 events					WARMA
	Rehabilitation and expansion of existing dam	All Districts	2	2	2	2	2	LA
	Construction of dams	All Districts	2	2	2	2	2	WARMA
	Setting up of portable water kiosks	All Districts	5 kiosks	5 kiosks	5 kiosks	5 kiosks	5 kiosks	LA
	Sinking of boreholes in most in need areas	All Districts	20 boreholes	20 boreholes	20 boreholes	20 boreholes	20 boreholes	WARMA
	Establish water harvesting facilities in the region	All Districts		2 sites	2 sites	2 sites	2 sites	LA
<b>Objective</b>	<b>Increase access to the region through promotion of air transport by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
The LA working with Civil Aviation to ensure that air transport facilities are set up by 2030	Develop a financing plan for the proposed airport in Kasenengwa	Kasenen gwa	1 plan					LA/NAC
	Identification/selection of financiers for the proposed airport	All Districts		2 reports				LA/NAC
	Preparation of designs for the airport	All Districts	2 designs					LA/NAC

	Tendering of documents for the airport	All Districts	1 tender document					LA/NAC
	Construction of the airport runway	All Districts	1km	2km	2km	2km	1km	LA/NAC
	Preparation of LAP for airport and precinct	Kasenengwa	1 LAP					LA/NAC
<b>Objective</b>	<b>Improve linkages within the region and neighbouring districts by 2025</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
The LA working with RDA to ensure road network in the JIDP area is accessible and in a good condition	Develop a Joint Annual Roads Action Plan	All Districts	1 plan					RDA
	Develop strategic road partnerships with the private sector	All Districts	1 plan					LA
	Construction of bridges	All Districts	5 bridges	5 bridges	5 bridges	5 bridges	5 bridges	RDA/LA
	Eliminate flood risk and landslides	All Districts	2 mitigation actions	2 mitigation actions	2 mitigation actions	2 mitigation actions	2 mitigation actions	RDA/LA
The LA to promote rail infrastructure for passengers and goods in the region	Make stormwater improvements	Chipata	20km	40km	80km	160km	320km	ZR
	Develop a Regional Rail Master Plan linked to existing railways	All Districts	1 plan					ZR
	Engage with ZR for the extension of the Mchinji Railways to Kasenengwa and Chipangali	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	ZR
<b>Objective</b>	<b>Improve learning outcomes and access to training at all levels in the IDP area by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
Mobilising Traditional Leaders and communities to	Conduct 30 sensitisation meetings with traditional leaders and communities	All Districts	5 meetings	5 meetings	5 meetings	5 meetings	5 meetings	MoGE

establish community schools	Identification of targeted land for Community Schools	All Districts	10ha	10ha	10ha	10ha	10ha	MoGE
MOGE working the LAs to create a land use framework for schools in the JIDP Area	Prepare a Land Use Plan that will guide the physical/spatial distribution of schools	All Districts	1 plan					MoGE
	Preparation of site plans for all the schools	All Districts	50 sites	50 sites	50 sites	50 sites	50 sites	MoGE
	Generation of popular version location maps for schools in the region	All Districts	1 plan		1 plan			MoGE
Creation of satellite centres for Early Childhood Education (ECE)	Training of 300 volunteer caretakers	All Districts	60 people	60 people	60 people	60 people	60 people	MoGE
	Create 100 learning camps and reading corners	All Districts	20 camps	20 camps	20 camps	20 camps	20 camps	MoGE
	Procure and distribute ECE materials in schools	All Districts	10 ECEs	10 ECEs	10 ECEs	10 ECEs	10 ECEs	
	ZANIS to conduct community campaigns on ECE	All Districts	4 events	4 events	4 events	4 events	4 events	MoGE/ZANISS
Increase the number of education facilities	Develop a Regional School Development Advocacy Strategy	All Districts	1 strategy					MoGE
	Lobby NGOs, Private Sector and local partners for the construction and upgrading of schools	All Districts	2 events					MoGE
	Construction of 21 schools	All Districts	5 schools	4 schools	4 schools	4 schools	4 schools	MoGE

	Upgrading of schools	All Districts	3 schools	3 schools	3 schools	3 schools	3 schools	MoGE
Integrate alternative means of education ICTs and (e-learning)	Train 300 teachers in ICT	All Districts	60 teachers	60 teachers	60 teachers	60 teachers	60 teachers	MoGE
	Provide ICT equipment	All Districts	30 ICT equipment	30 ICT equipment	30 ICT equipment	30 ICT equipment	30 ICT equipment	MoGE
	Develop local digital content for schools	All Districts	3 products		3 products		3 products	MoGE
Conduct regular school monitoring visits	Conduct regular school monitoring visits	All Districts	2 visit reports	2 visit reports	2 visit reports	2 visit reports	2 visit reports	MoGE
	Draft Wi-Fi and broadband strategic policy for E-learning	All Districts	1 policy		1 policy			MoGE
Roll out internet to all schools in the region	Roll-out internet to all schools in the region	All Districts	40 schools	40 schools	40 schools	40 schools	40 schools	MoGE
<b>Objective</b>	<b>Increase access to primary health care to 80% in the region by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
Increase the number of education facilities	Construction of 17 health facilities (2 General Hospitals + 15 Health Centres)	All Districts	3 health centres	3 health centres	3 health centres	4 health centres	4 health centres	MoH

Deployment of trained personnel	Deploy 1000 medical personnel in health centres	All Districts	200 staff	200 staff	200 staff	200 staff	200 staff	MoH
The LA to facilitate for the mapping and securing of land for health facilities	Prepare a Land Use Plan that will guide the physical/spatial distribution of health facilities	All Districts	1 plan					LA
	Preparation of site plans for all the health facilities in the region	All Districts	10 sites	10 sites	10 sites	10 sites	10 sites	MoH/LA
The LA working with MoH to improve access to Youth Friendly Health Services by 2022	Develop a local and culturally sensitive strategy to address early marriages and teenage pregnancy	All Districts	1 strategy					MoH
	Set-up Health Friendly Corners (FYC) in all Health Centres	All Districts	10 FYC	10 FYC	10 FYC	10 FYC	10 FYC	MoH
	Conduct bi-annual road shows on teenage pregnancy and early marriage	All Districts	4 shows	4 shows	4 shows	4 shows	4 shows	MoH
	Conduct regular radio shows on teenage pregnancy and early marriages	All Districts	4 shows	4 shows	4 shows	4 shows	4 shows	MoH
	ZANIS to carry out Campaigns in all the districts	All Districts	2 events	2 events	2 events	2 events	2 events	MoH
The LA working with MOH to ensure the region has strengthened health systems to manage the Covid-19 by 2022	Identification of Covid-19 isolation centres in all the districts	All Districts	3 Sites		3 sites			LA
	Conduct Covid-19 campaigns to promote hygiene behaviour	All Districts	12 events	12 events	12 events	12 events	12 events	LA
	Set-up public screening sites in strategic locations	All Districts	1 site	2 sites				MoH
	Provide Personal Protective Equipment (PPE) to all health personnel and health centres	All Districts	1000 Staff	1000 Staff	1000 Staff	1000 Staff	1000 Staff	MoH
<b>Objective</b>	<b>Eliminate bikes and pedestrians' fatalities multi modal transport planning by 2030</b>							

Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
The LA working with RDA and RTSA to ensure that road users are safe from all forms of fatalities on the roads	Installation of road signs in appropriate languages and symbols	All Districts	2 sites	2 sites	2 sites	2 sites	2 sites	RTSA
	Install traffic calming systems at strategic crossing points and junctions	All Districts	2 sites	2 sites	2 sites	2 sites	2 sites	RTSA/LA
	Rehabilitation of sidewalks for bicycles	All Districts	5km	5km	5km	5km	5km	RDA/LA
	Expansion of sidewalks to accommodate more pedestrians in light of social distancing	All Districts	10km	10km	10km	10km	10km	RDA/LA
	Provision of sidewalks on all roads in the district that currently do not have sidewalks	All Districts	15km	15km	15km	15km	15km	RDA/LA



#### 5.5.7 Development Policy 4: By 2030, strengthen the regional economy through economic diversification and value addition

Objective	Establish a One Shop Window for investment and business registration operations by 2025							
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
Create an enabling environment for Businesses to setup and operate in the JIDP area by 2022	Develop a Trade and Investment Promotion Strategy	All Districts	1 strategy					LA
	Develop an Economic Growth and Development Strategy	All Districts		1 strategy				LA
	Prepare a “How to Do Business” toolkit that reduces red tape and possible unnecessary bureaucracy	All Districts	1 toolkit					LA
	Setup a One-Stop-Shop for all business registrations in the region	All Districts		1 One-Stop-Shop				LA/PACRA
	Develop e-based business permitting systems for local licenses and taxes	All Districts	1 system					LA/ZRA
	Roll out e-based business platforms for business permits, renewals and applications	All Districts	2 events	2 events	2 events	2 events	2 events	LA
	Conduct sensitisation meetings on the effective use of e-platforms	All Districts	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	LA
Objective	Attract at least 10% of FDI inflows into Zambia to the region through establishment of trade infrastructure and services by 2030							
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept

Ensure that the region has appropriate infrastructure to support trade and commerce	Identify Local Areas Plans to be zoned as Economic Zones	All Districts	3 sites		3 sites		3 sites	LA/MCTI
	Secure land through planning agreements, joint venture or through conversion	All Districts	250ha		250ha		250ha	LA/MLENR
	Shortlist private sector joint venture partners to manage the Economic Zones	All Districts	5 PPPs		5 PPPs		5 PPPs	LA
	Develop an Investment Guide for the region in form of a booklet	All Districts	1 booklet					LA/ZDA
	Establish and deliver on initiatives to attract young highly skilled individuals to the JIDP area	All Districts	1 strategy		1 strategy reviewed (and revised accordingly)		1 strategy reviewed (and revised accordingly)	LA/MYS
	Conduct Investment Expo to showcase potentials in the region	All Districts		1 Expo		1 Expo		LA/ZDA/MCTI
	Establish investment incentives to attract technology start-ups	All Districts	1 package		1 package			LA/MCTI
	Conduct meetings with Zambia Police on improving security in the region	All Districts	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	Zambia Police
The LAs and the Eastern Province Planning Authority (EPPA) to ensure that Urban	Conduct a Land Audit Report and share the findings with the general public	All Districts	1 report					LA
	Prepare status reports on land use in the Region	All Districts	1 report					LA

Planning is Well coordinated and building standards set by 2021	Develop Web GIS Applications of the region	All Districts	1 web App			1 web App		LA
	Prepare building code and approval system for all developments in the region	All Districts	1 building code and approval system					LA
	Develop an electronic permitting system for planning permission	All Districts		1 system				LA
	Development control - compliance visits by LAs	All Districts	20 trips	20 trips	20 trips	20 trips	20 trips	LA/EPPA
	Update the Regional Building Code	All Districts		1 Code				LA/EPPA
<b>Objective</b>	<b>Promote sustainable industry practices in the tourism sector by 2025</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
Upgrade the existing infrastructure and heritage sites in the tourism sector in the JIDP area	Identification and mapping of existing tourist and heritage sites	All Districts	5 sites	5 sites	5 sites	5 sites	5 sites	LA/NHCC
	Engagement of Investors and stakeholders	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	LA/NHCC
	Rehabilitation of tourist attractions and heritage sites that have not been well managed and explored	All Districts	5 sites	5 sites	5 sites	5 sites	5 sites	LA/NHCC
	Advertisement for investment in infrastructure supporting the identified heritage and tourist sites	All Districts	4 adverts	4 adverts	4 adverts	4 adverts	4 adverts	LA/NHCC

	Sensitisation of the locals on the importance of preserving the heritage and tourist sites	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	LA/NHCC
Capacity building in processing and branding of local products	Training of local entrepreneurs	All Districts	50 SMEs	50 SMEs	50 SMEs	50 SMEs	50 SMEs	MCTI
	Develop an incentives package for local processing businesses	All Districts	1 package		1 package		1 package	Chamber of Commerce
	Conduct annual conference for local entrepreneurs	All Districts	1 event	1 event	1 event	1 event	1 event	Chamber of Commerce
Strengthen partnerships with all major economic contributors	Nurture key clusters of producers, suppliers, customers and services	All Districts	10 firms	10 firms	10 firms	10 firms	10 firms	Chamber of Commerce
Develop new tourism routes connecting and promoting current offerings and expand the tourism product offering	Development of a tourism map that can be published and distributed	All Districts	1 map					LA
	Design and implement a programme to encourage local residents to visit local tourism attractions	All Districts	1 programme		1 programme		1 programme	LA/Chamber of Commerce
<b>Objective</b>	<b>Create Industrial Parks and Economic Zones in the region by 2025</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
The LA working with ZDA and MCTI to facilitate the Setting up of processing plants for tobacco, cotton, maize, groundnuts by 2023	Mapping of existing farming areas in order to strategically site locations of the processing plants	All Districts	3 reports		3 reports			LA/MCTI
	Engagement of the investors and stakeholders on the benefits and opportunities	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	LA/ZDA
	Sensitisation of the communities on the possible locations for the plants	All Districts	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	LA

	Construction of 4 processing plants in the JIDP area	All Districts		1 plant	1 plant	1 plant	1 plant	LA
	Develop an Investor's Guide to investing in the region	All Districts	1 booklet					LA/ZDA
	Develop a Standard Approval System for rating all businesses in the Economic Zones	All Districts		1 system				LA
<b>Objective</b>	<b>Eliminate informality through town planning and enforcement of building standards by 2030</b>							
<b>Strategies</b>	<b>Programme</b>	<b>Location (By Priority)</b>	<b>Target 1</b>	<b>Target 2</b>	<b>Target 3</b>	<b>Target 4</b>	<b>Target 5</b>	<b>Responsible Agency/Dept</b>
Government networking and engaging with stakeholders for technical and financial assistance	Conduct baseline survey on council service	All Districts	1 report					LA
Ensure JIDP LAs have digital payment platforms	Setup Local Area Networks (LAN) for all key LA Departments	All Districts	3 LANS					LA
	Develop a mobile app for revenue collection	All Districts		1 App				LA
Promote and improve revenue collection awareness	Training of 100 Revenue Collectors	All Districts	50 officers		50 officers			LA
Set up an engineered land fill in the JIDP area.	Lobby land from Traditional leaders amounting to at least five hectares.	All Districts	3 land fills					LA

#### 5.5.8 Development Policy 5: By 2030, achieve sustainable access to natural resources through environmental protection and conservation

<b>Objective</b>	<b>Eliminate forest encroachments in the JIDP area by 2030</b>
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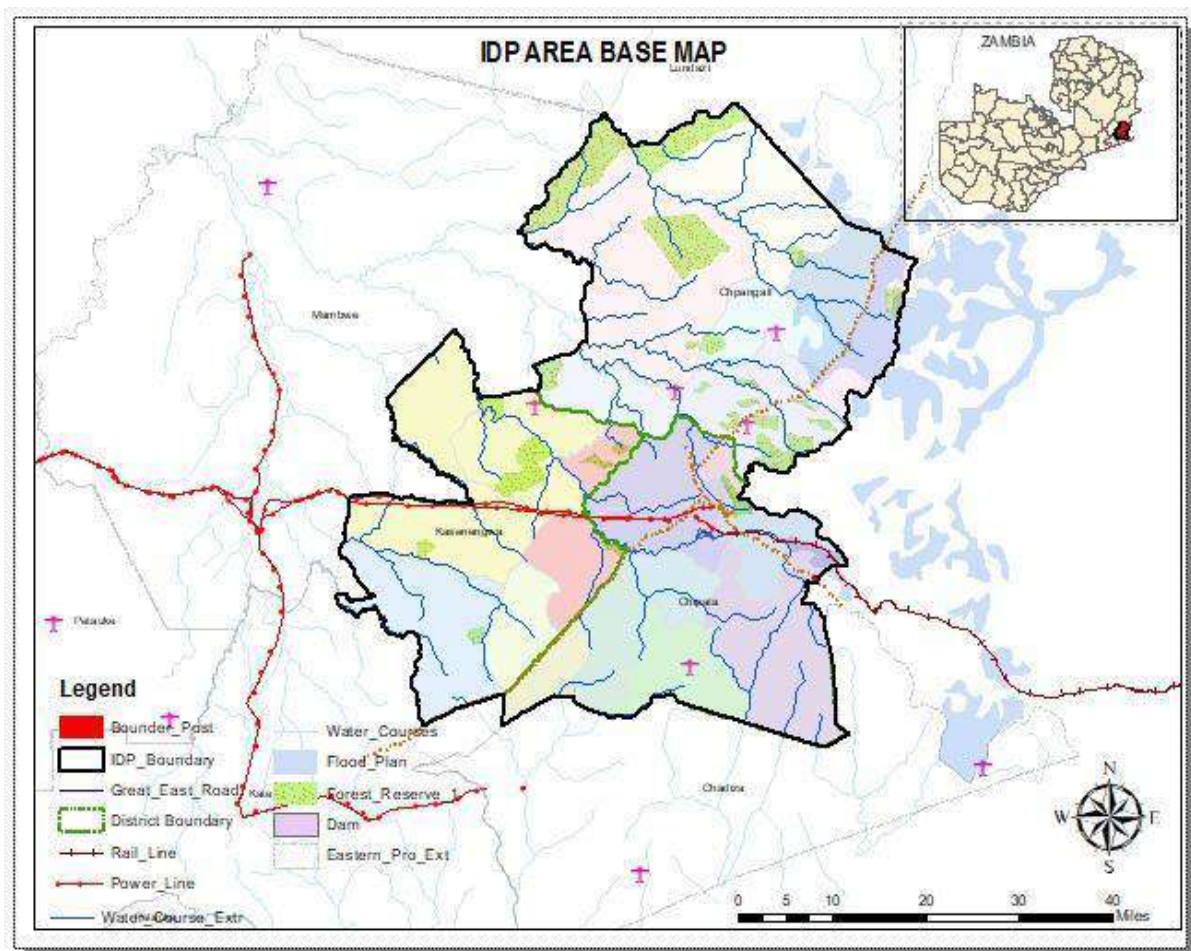
Strategies	Programme	Location (By Priority)	Target 1	Target 2	Target 3	Target 4	Target 5	Responsible Agency/Dept
Containment of all forest reserves in the JIDP area	Sensitisation of the communities surrounding the forest reserves	All Districts	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	MLENR
	Boundary clearing and beacon erection in the forest reserves in the JIDP area	All Districts	2 forests	2 forests	2 forests	2 forests	2 forests	MLENR
	Fencing of all aquifers in the JIDP Area	All Districts	3 aquifers	3 aquifers	3 aquifers	3 aquifers	3 aquifers	MLENR
	Design and implement awareness programmes for conservation of natural assets and wildlife	All Districts	1 awareness programme	1 awareness programme	1 awareness programme	1 awareness programme	1 awareness programme	MLENR
The Forestry Department working with Communities to increase the land covered by trees by 2025	Develop Tree Planting Programme	All Districts	1 programme					MLENR
	Roll out Tree Planting Programme to schools and Government Departments	All Districts	40 schools	40 schools	40 schools	40 schools	40 schools	MLENR
	Setup Tree Nurseries in all the Districts	All Districts	2 nurseries	2 nurseries	2 nurseries	2 nurseries	2 nurseries	MLENR
	Recruit and train Community Forest Committees	All Districts	2 Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	MLENR
	Conduct forest patrols	All Districts	12 visits	12 Visits	12 Visits	12 Visits	12 Visits	MLENR

Strengthen Forest Management Practices in the region	Recruit and deploy forest rangers	All Districts	15 rangers	15 rangers	15 rangers	15 rangers s	15 rangers	MLENR
	Training of households in sustainable forest use	All Districts	1000 h/holds	1000 h/holds	1000 h/holds	1000 h/holds	1000 h/holds	MLENR
	Set-up community forests	All Districts	2 forests	2 forests	2 forests	2 forests	2 forests	MLENR

## 5.6 Spatial Development Framework

The JIDP Spatial Development Framework (JSDF) seeks to guide overall spatial form and identify current and future desirable land uses within the JIDP area at a broad level. It will give physical effect (spatial dimension) to the long-term development vision, strategic goals and programmes. All spatial structuring elements, representations and spatial proposals will be encapsulated within the JIDP Base Map as illustrated in figure 31 below:

*Figure 28: JIDP Base Map*



The JSDF will sequence development areas using the highest and best use of land, in a manner that will make the best use of infrastructure services, major transport routes, future transport links, environmentally sensitive areas, key potentials and constraints.

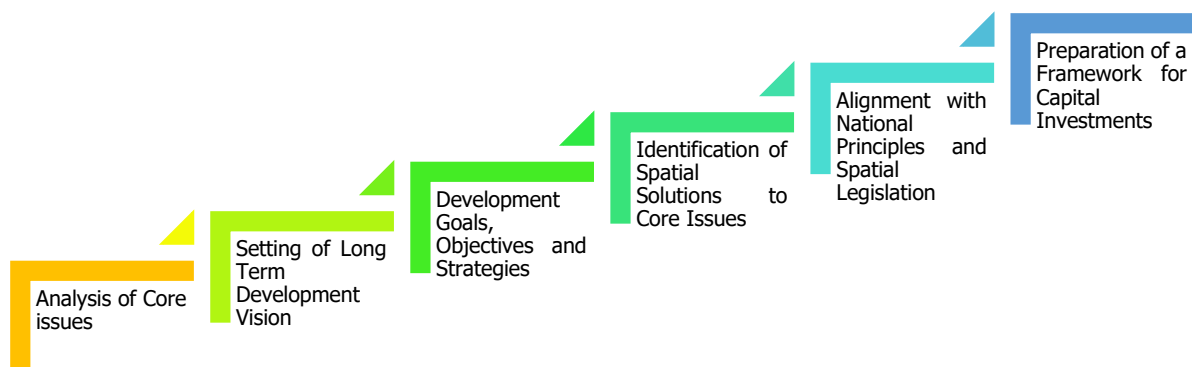
The JSDF has been developed in accordance with Section 3 of the Urban and Regional Planning Act of 2015 of the Laws of Zambia. The following principles form the pillars of the JIDP:



- Social and economic demands impacting on an area shall take into account the environmental and ecological factors of the area;
- Locational prerequisites for economic development shall be ensured;
- There shall be a well-balanced system of settlements and open spaces, where a large-scale and integrative system of open spaces shall be maintained and improved;
- A functioning ecosystem shall be maintained in built-up and non-built-up areas;
- The reuse or redevelopment of derelict settlement areas shall be given priority over the use of open space;
- Infrastructure development shall be harmonised with the systems of settlements and open spaces;
- Local inhabitants shall be provided with basic technical infrastructure installations covering all utilities;
- Areas shall be established for residential, industrial, commercial, trade, markets and social services; and
- Rural areas shall be developed as residential and economic areas of a district.

The JSDF will support sustainable development of Chipata, Chipangali, and Kasenengwa as illustrated in Figure 32 below:

*Figure 29: JSDF process for sustainable development*



The JSDF priorities are taking into account the Vision 2030, SDGs and all other local policies and plans to ensure:

1. Economic diversification and productivity;
2. Access to renewable energy;
3. Environmental and natural resources management;
4. Inclusivity and social services; and
5. Access and availability of core public infrastructure.

### 5.6.5 Alternative spatial development scenarios

This covers three alternative scenarios to address the identified issues and deliver the local authority's objectives. The three scenarios identified as follows:

1. **Scenario 1:** The development scenario is focused on achieving equitable distribution of social and economic benefits driven by value addition around nodes (which are growth points and/or growth centres). This is illustrated in figure 33.
2. **Scenario 2:** This development scenario proposes to develop social infrastructure as key drivers of the JIDP. It proposes to increase the number of health and education facilities across the region as illustrated in figure 34.
3. **Scenario 3:** This development scenario proposes to achieve social economic development through prioritisation of industrialisation around the existing areas marked for growth as illustrated in figure 35.

Figure 30: Economic diversification through growth poles & corridors - Scenario 1

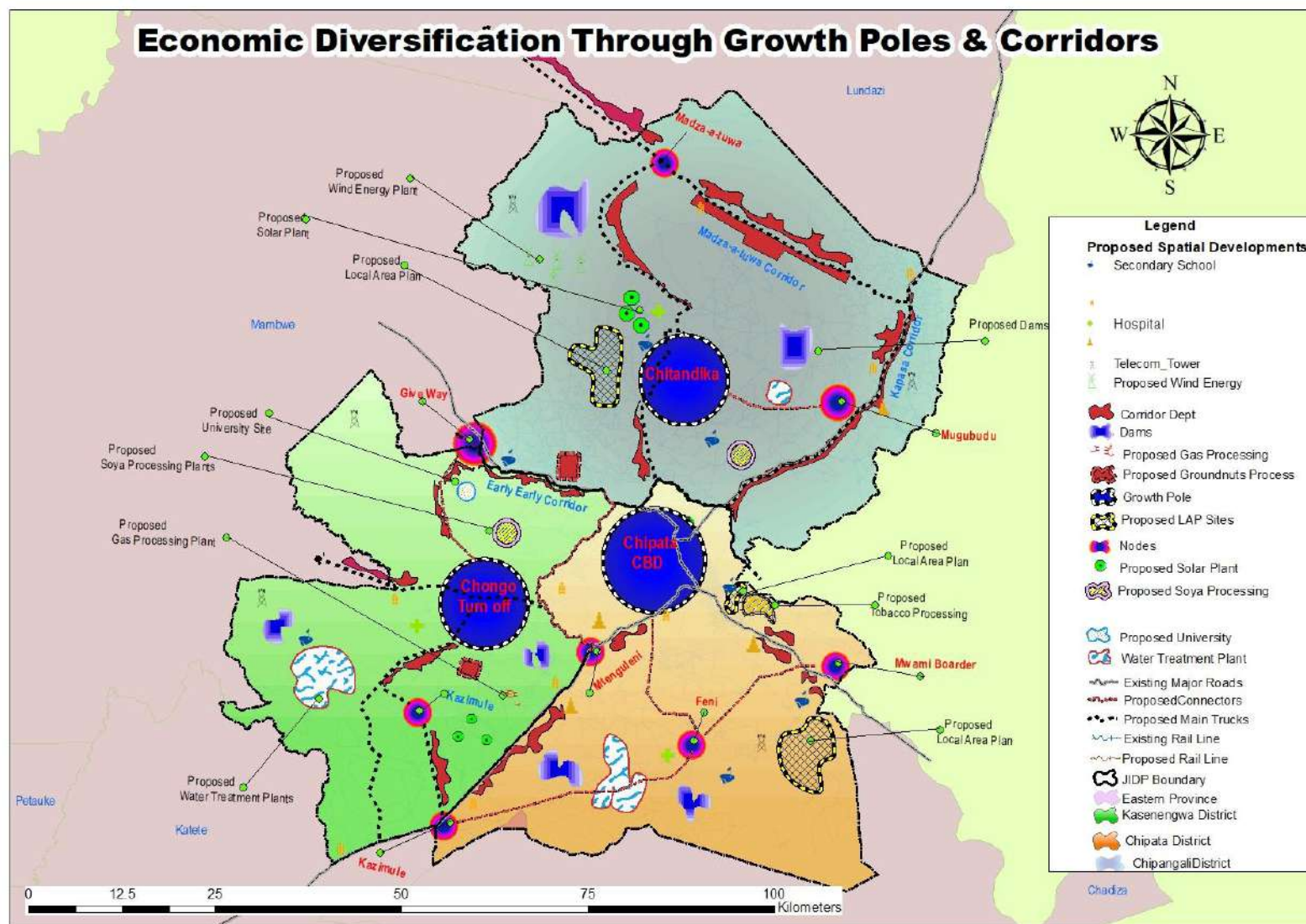


Figure 31: Socio-economic development promotion of nodes - Scenario 2

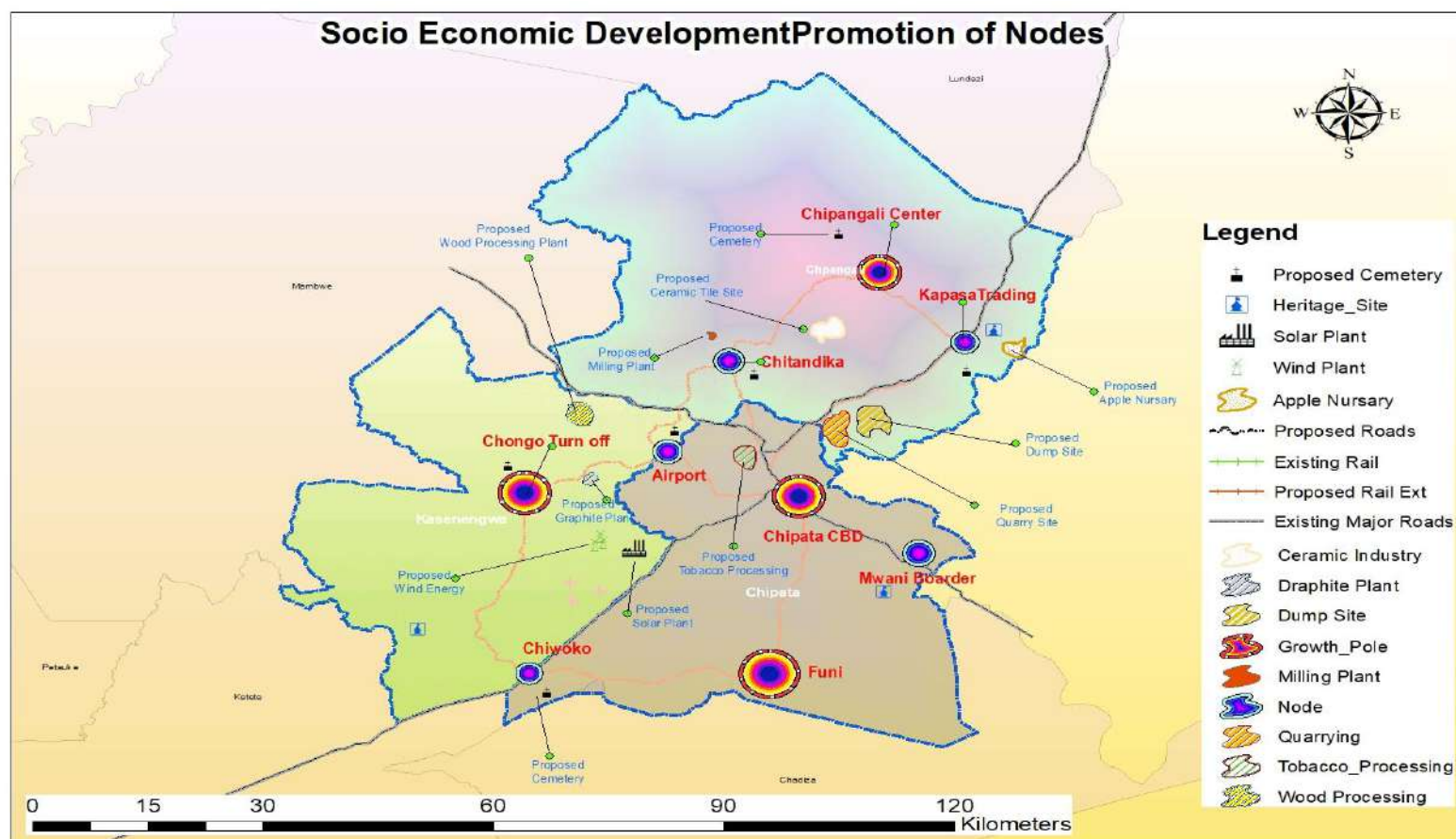
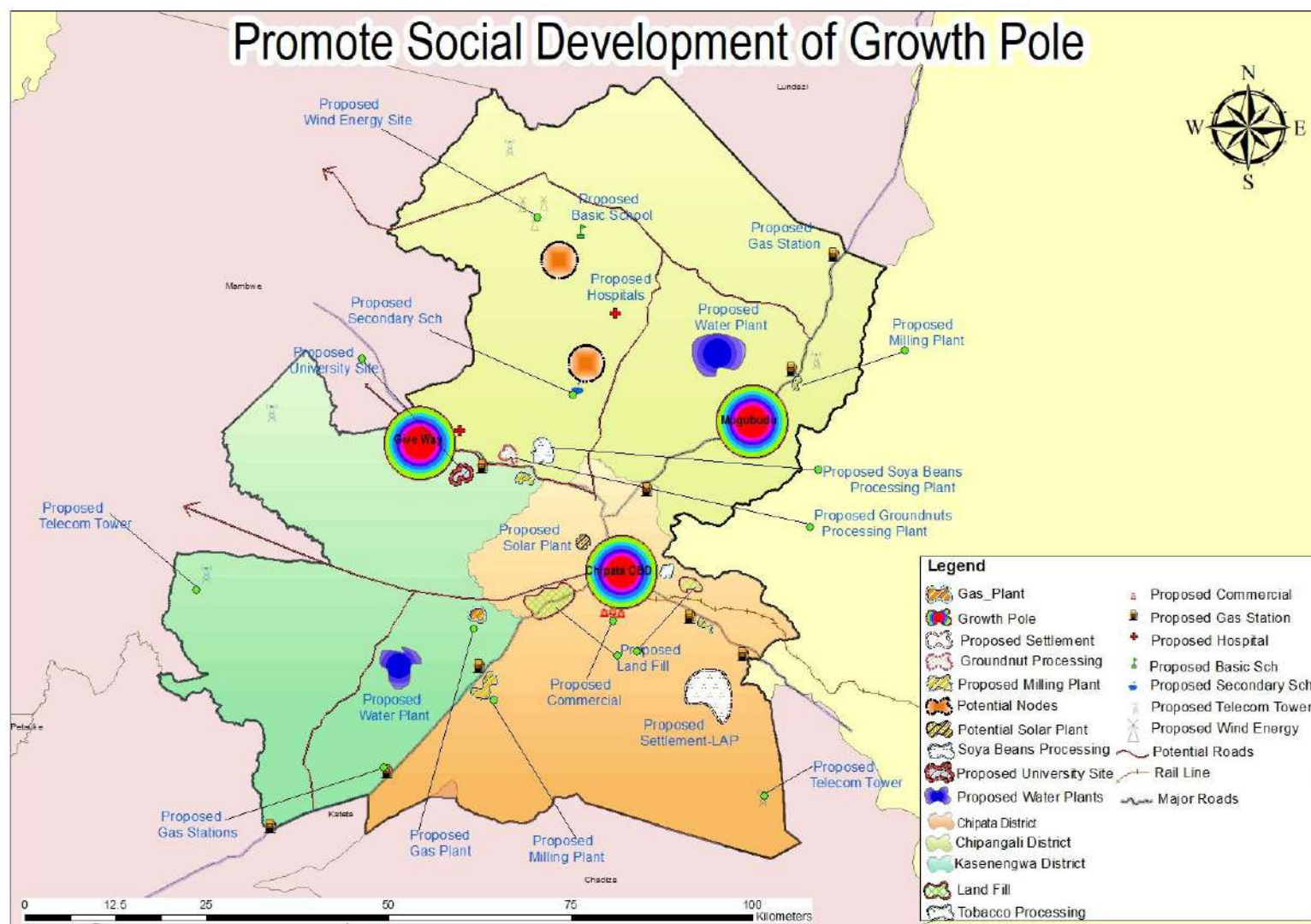




Figure 32: Promotion of social development of growth poles - Scenario 3



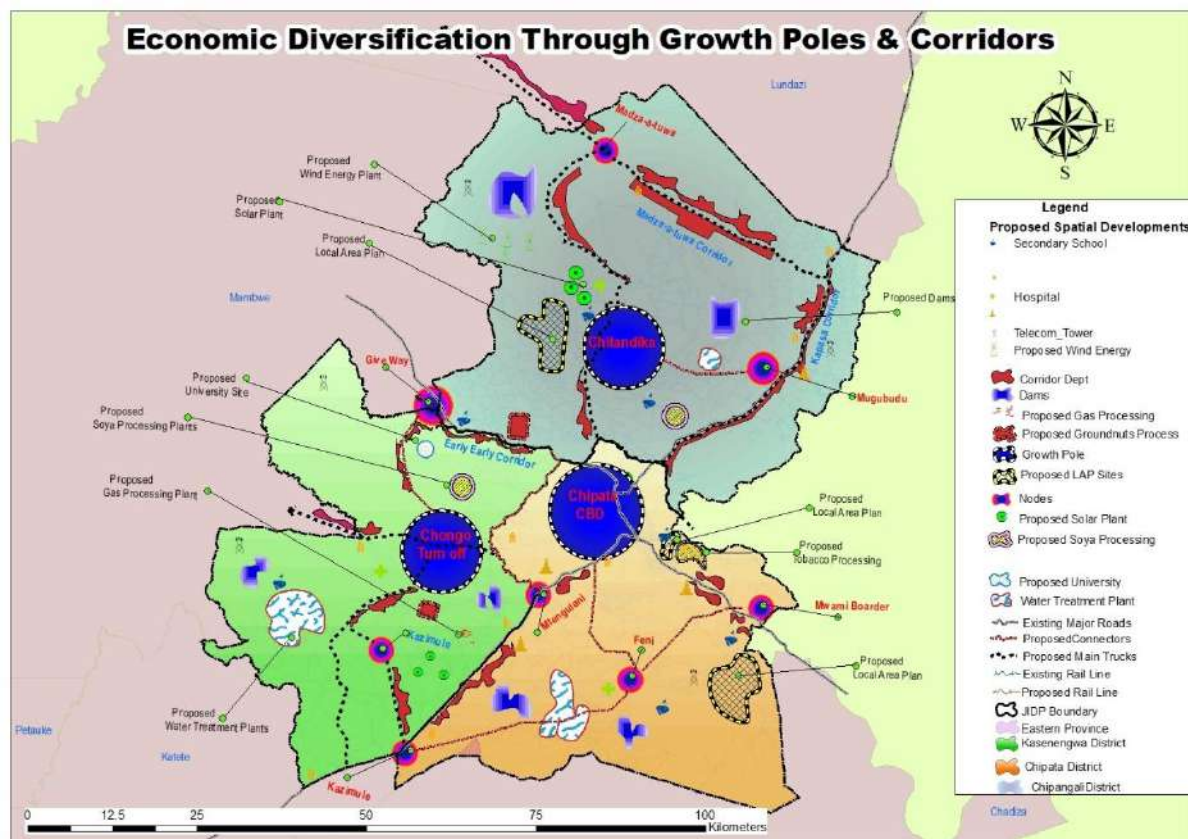
### 5.6.6 Chosen spatial development scenario

After consideration of the different scenarios, scenario one was selected as illustrated in figure 36. The selected scenario of the JSDF has taken into account a number of factors to determine the basic structure of the Plan. The key considerations and criteria in selecting the scenario included:

1. Potential for job creation;
2. Potential for economic diversification;
3. Poverty reduction; and
4. Environmental and climate change.

In order to achieve the above, a number of structuring elements were taken into account to understand how the above could be achieved. Structuring elements of the JIDP Plan provided in the section below further explain in detail how each approach will be used to achieve developmental outcomes of the Development Framework.

*Figure 33: Spatial Development Framework*



### **5.6.7 Structuring elements of the JSDF**

#### **Nodal Development and Growth areas**

The JSDF has proposed a number of nodes and growth areas as priority areas for densification, integration, intensification, and the improvement of environmental quality and economic investments. These are: Feni Sub Centre, Mtenguleni, Mwami Border, Madzatuwa, Mugubudu, Chitandika, Early Early, Chiwoko Trading area, and Kazimule. Nodes are areas where a higher intensity of land use and activities will be supported and promoted in the initial stages. In the new districts of Chipangali and Kasenengwa, the growth areas have been proposed for the standard government package for new districts, which includes a District hospital, courts complex, district administration offices, police station and about 40 government houses. These areas have also been targeted for setting up government offices, such as health and education services as well as urban markets and trading places. They are seen as areas for concentrating private investments and will assist in enhancing economic opportunities and enable more efficient service delivery by the local authorities. It is envisaged that nodal development will improve efficiency at the local level; moreover, services that are currently being accessed in Chipata will be provided at community level. Nodes can easily be accessed, and they create population thresholds for a variety of uses and public transport services.

#### **Development Corridors**

Development corridors are proposed along the Chipata-Lundazi road, Chipata Mwami Border road and Kasenengwa-Chipata road with the view of intensifying developments along these major roads. The purpose of these corridors will be to attract mixed-use developments that make the highest and best use of land by encouraging businesses to set-up faster. In effect, corridors reinforce a hierarchy of nodes and can be of varying development intensities.

The corridors with mixed-use zones will be supported by public transport infrastructure, such as gazette bus stations and public conveniences. Housing developments will also be promoted in the corridors. The idea of these corridors is to minimise travelling costs and increase accessibility to employment opportunities, particularly for the agricultural dependent communities along these transport routes.

Another consideration for the promotion of these corridors is the need to ensure efficient service provision and avoid extending municipal infrastructure to places where economic activity is very low. By promoting corridors with mixed-use, commercial and residential developments will enjoy access to transportation infrastructure provided in a less expensive manner and the extensions to municipal

services kept to a minimum. Residential and commercial densities along these corridors will be increased at strategic zones to promote activity nodes.

### **Densification and Infill**

The spatial strategy is aimed at increasing population thresholds in a given area. This approach has been adopted to promote more compact urban development that makes the most efficient use of existing services and network infrastructure (water supply sewerage, roads, and electricity). In recent years, human settlements and urban development have been expanding towards the protected areas and ecologically sensitive areas. Strategies aimed at densification and infill are expected to reduce the rate of urban sprawl and encroachment in PAs and ecologically sensitive areas.

Access to the public transport system is a major consideration in ensuring a multi-modal public transport system. The JSDF has arranged the land uses in a manner that promotes the development and use of an efficient public transport system that is structured along major transport corridors. This will through provision of pedestrian and bicycle lane to allow multiple use of transport.

New development for commercial and community use will be prioritised on vacant land within and close to the existing built-up areas. Greenfields and brownfields – areas earmarked for redevelopment – will be considered for after centrally located land has been utilised fully. The idea is to encourage more efficient land use of existing infrastructure that takes into account existing municipal services before any expansion works to municipal services is considered. In this way, the local authorities will save money and allow for structured investments into municipal services. It will also discourage the advancing of development, which is expensive from a bulk services provision perspective.

### **Containment**

The spatial strategy is also aimed at limiting inefficient low-density development (i.e. urban sprawl), particularly on the urban edges. A spatial strategy based upon the principles of containment must be backed-up by development control policies and strategies (Ministry of Local Government, 2019).

A larger portion of Chipata City is characterised by uncoordinated land use zones and growing urban sprawl. Chipata City Council is required to invest large amounts in providing infrastructure to areas that are further away from the centre. Generally, areas where human settlements have emerged in the last 10 years have the character of informal settlements with no proper planning and development controls applied to them. Therefore, the JSDF has delineated the urban area in order to contain



physical development and re-direct growth towards a more integrated, compact and efficient urban form, guided by Local Area Plans (URP Act: section 7, 2016).

Containing the activity nodes is a top priority in the JIDP to ensure the following:

1. Restricting further growth into protected areas and ecologically sensitive zones particularly ground and surface water recharge areas and heritage sites;
2. Increasing the rate of development in strategic areas;
3. Integration of urban areas;
4. Protection of agricultural land; and
5. Optimising the cost of providing bulk municipal services, roads and public facilities, such as markets and open spaces.

### **Greenbelt**

Open spaces play an important role in facilitating recreational activities, sports development, and beautification of an area. The JSDF has given special attention to access to green recreational zones from residential areas. Over 80% of the JIDP area is considered green and has environmentally sensitive areas that need protection; the hills surrounding Chipata City and those within the JIDP have been identified for protection. The creation of Greenbelts will consider allocating space for rangelands and common areas for livestock production/Feedlots, including strategies for sustainable management of rangelands.

## **5.7 Land Use Planning Policies and Proposals**

### **5.7.5 Improve, maintain or protect the environmental, social and economic aspects of development**

Maintaining and protecting the environmental, social, and economic aspects of development is critical to the JSDF. The following land use policies will be applied:

1. Increase infill development on vacant land to increase population density along development corridors and in nodes;
2. Promote corridor development along the major public transport routes to increase density in existing areas;
3. Reduce urban sprawl through densification and setting of urban development standards for building footprints and heights per square kilometre;
4. Promote low-income and affordable housing through effective land use zoning and provision of bulk municipal infrastructure services. There is need to intensify development around existing public open spaces and through sub-divisions;

5. Strengthen the existing major bus routes and commuter routes by enhancing the viability of public transport systems through corridor development and provision of last mile public facilities;
6. Integrate greenfield development into existing road transport systems; and
7. Increase environmental protection by paying attention to more environmental considerations rather than cadastral boundaries in the provision of public infrastructure.

#### **5.7.6 Specific protection zones, areas of environmental sensitivity or cultural and historical importance or areas of importance for disaster management purposes**

The JIDP area is endowed with vast natural resources in the form of forests, underground water, and good soils. Its hilly terrain, good climatic conditions, and fertile soils also make the area a productive region for crops and livestock farming, yet also susceptible to flash floods on the hillsides. With a rich culture and traditions, the JIDP area has a number of locations of historical and cultural importance, some of which are gazetted under the National Heritage Conservation Act of the Laws of Zambia. These areas are significant to the growth and development of the region and play a major role in promoting unity and social cohesion across the region. The JIDP has developed specific policies to protect areas of environmental sensitivity, cultural and historical importance, as well as areas where disaster management is needed. These policies are to:

1. Protect and conserve all watersheds and areas with aquifers in the region through “No Planning permission” strategy;
2. Increase the proportion of the district under forest cover through gazetting areas as community and protected forests;
3. Prevent the expansion of housing, mining and commercial developments in all areas adjoining the mountains and hills in the region;
4. Strengthen environmental education and awareness programmes on natural resource management and disaster risk reduction;
5. Develop a regional risk reduction and mitigation plan to respond to all forms of disasters, including climate change;
6. Strengthen forest management practices in the region through the use of modern information technology and communication to enhance forest safety; and
7. Promote alternative livelihood approaches that are not dependent on the harvesting of forest resources and use of the mountains and hills in the region.

#### **5.7.7 Protection of national and regional interests, policies and guidelines**

The JIDP area borders Malawi, one of Zambia's important partner in agricultural trade. The region also marks the starting point for the Great East Road, a very important transport corridor for the movement of materials from Malawi and Mozambique to Lusaka and other parts of the country. It also provides access to the South Luangwa National park, a major wildlife centre and tourist site in this region. The major land use policies to be implemented under this JIDP are to;

1. Protect the biodiversity of the South Luangwa National Park as a natural habitat protected from all forms of development;
2. Promote the effective land use and development control mechanisms along the Chipata Malawi border (Mwami Border) to ensure safe passage of goods and services in and out of Zambia;
3. Promote the development of mixed-use business corridors along the great east road to promote regional trade and investments along the Great East Road and the Mwami border;
4. Develop regional infrastructure to strengthen trade and commerce between the region and the rest of the province;
5. Promote the setting up of strategic infrastructure and economic zones to promote value addition and inflow of diverse populations into the region to strengthen its role as a regional trade hub; and
6. Increase access to the use of the Great East road through the improvement of multimodal transport systems.

#### **5.7.8 Informal settlements with a description of improvement inputs or other management responses required and the appropriate building and land use controls to be applied in those areas**

Managing informal settlements requires political will and huge resources to invest in research and design. As part of the JIDP, a dedicated programme by local authorities to eliminate informal settlements should be supported by a national strategy. Currently, no national strategy on informal settlement exists. However, some aspects of addressing informality exist in housing policies and other planning tools.

The land use policies that are proposed for managing informal settlements under this JIDP are as follows;

1. Reduce and prevent the expansion of informal settlements into agricultural land and ecologically sensitive zones through containment and intensification.

2. Increase access to land for infill development in order to promote in-situ formalisation of settlements;
3. Promote housing resettlement schemes that are integrated and within the development corridors along the major transport routes; and
4. Strengthen development control and the use of urban informatics to eliminate non compatible developments in planned areas.

#### **5.7.9 Areas under the jurisdiction of traditional authorities and proposed policies and proposals for those areas**

Areas under Traditional Authorities are government by Section 25 of the Urban and Regional Planning Act of 2015 of the Laws of Zambia. While the JIDP cannot predetermine the policies that will apply in land uses under the jurisdiction of the Traditional Authorities, it proposes the following policies and proposal for consideration:

1. Promote Greenfield developments that are well planned and with strict adherence to environmental conditions of the area. Developments in ecologically sensitive areas should be avoided by all means;
2. Reservation of land for future communication links in a manner that allows for building between existing developments in order to make the areas denser and more efficient. Such reserves will serve to avoid future transport problems and the additional cost of providing bulk municipal services;
3. Increase the population densities through effective land use zoning where residential areas and farms are arranged under group use. Mixed-use developments to be created on basis of compatibility of function; and
4. Increase access to services through land allocations that take into account social services, such as education, health, open spaces and areas for public facilities.

## 6. CAPITAL INVESTMENT PROGRAMME

### 6.4 Development Policy 1: By 2030, increase agricultural productivity of the region through climate smart and resilient agricultural practices

Objective	Put in place a joint monitoring system for agricultural production by 2030				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
The JIDP M&E Committee will ensure that a Monitoring System is in place	Develop a Performance Monitoring and Evaluation Plan	Human Resources	30,000	LA/MACO	LA/MACO
	Conduct training of 15 District Officers in M&E	Human Resources	100,000	LA/MACO	LA/MACO
	Documentation of good practices through Case Studies and Stories of Significant Change	Human Resources	50,000	LA/MACO	LA/MACO
	Conduct baseline survey on KAP in the agricultural sector and natural resource management	Human Resources	150,000	LA/MACO	LA/MACO
The LAs will form a Mayoral Group for M&E	Develop an IDP M&E Toolkit for Municipal Leaders	Human Resources	70,000	LA	LA
	Training of Council Chairpersons and Councillors	Human Resources	100,000	LA	LA
	Conduct bi-annual monitoring for selected capital projects	Human Resources	120,000	LA	LA
Objective	Increase access to livestock health services at community level by 25% by 2030				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
	Training of 100 Livestock Extension Officers	Human Resources	200,000	MoLF	MoLF

The LA with MoLF to ensure livestock health services at community level	Construction of 10 dip tanks in the most affected wards	Human Resources	2,000,000	MoLF	MoLF
	Construction of 5 dams and watering holes for livestock in the most affected wards	Human Resources	1,000,000	MoLF	MoLF
	Conduct livestock pest and disease surveillance surveys	Human Resources	200,000	MoLF	MoLF
<b>Objective</b>	<b>Increase access to fish and fish products in the JIDP region by 25% by 2030</b>				
<b>Strategies</b>	<b>Programme</b>	<b>Input</b>	<b>Cost</b>	<b>Proposed Source of Funding</b>	<b>Source of Information</b>
MoLF working with CEEC to promote Aquaculture as a business venture by 2024	Conduct mapping of areas for Fish Farming Initiatives	Human Resources	100,000	MoLF	MoLF
	Setup community fingerling ponds for breeding and fish multiplication	Human Resources	300,000	MoLF/CEEC	MoLF
	Train youth and women groups in fish farming	Human Resources	100,000	MoLF	MoLF
	Create partnerships for fish farming with local private sector	Human Resources	50,000	MoLF	MoLF
	Construction of cold storage units in targeted trading centres	Human Resources	1,000,000	LA/MoLF	MoLF
	Conduct trainings for farmers in smart aquaculture practices	Human Resources	80,000	MoLF	MoLF
	Conduct annual surveillance for prevention of pests and diseases	Human Resources	100,000	MoLF	MoLF

<b>Objective</b>	<b>Increase crop production through smart and resilient agricultural practices by 25% by 2030</b>				
<b>Strategies</b>	<b>Programme</b>	<b>Input</b>	<b>Cost</b>	<b>Proposed Source of Funding</b>	<b>Source of Information</b>
LA working with MACO to establish partnerships	Identification and mapping of private sector institutions	Human Resources	150,000		MACO

with the private sector to assist in Input supply, storage and selling of produce and provide SMME support	working in the area to support small-scale farmers with input distribution			MACO	
	Conduct training for households in Smart and Resilient Crop Production Practices	Human Resources	150,000	MACO	MACO
	Secure 10,000ha of land for commercial agriculture by engaging Traditional Leaders	Human Resources	100,000	MACO	MACO
	Recruitment of community crop extension officers	Human Resources	500,000	MACO	MACO
	Conduct farm mechanisation trainings for farmers	Human Resources	200,000	MACO	MACO
	Conduct crop trials for various seed varieties	Human Resources	100,000	MACO	MACO
MACO working with ZEMA and Metrological department to set up Farmer Early Warning Systems by 2022	Produce monthly weather forecast reports	Human Resources	50,000	MACO/ZNFU	MACO
	Conduct crop surveillance for pest and disease prevention	Human Resources	150,000	MACO/ZNFU	MACO
	Circulate weather forecasts reports through Community Crop Extension Officers	Human Resources	50,000	MACO/ZNFU	MACO
	Conduct monthly radio programmes on weather forecast	Human Resources	100,000	MACO/ZNFU	MACO
LA working with FRA to ensure that maize storage and marketing meets its targets and expectations of farmers by 2023	Construction of maize depots for strategic district reserves	Human Resources	3,000,000	LA/FRA	LA/FRA
	Conduct quarterly meetings with private sector for buying of maize from farmers	Human Resources	100,000	MACO/FRA	MACO/FRA

	Develop a database of grain dealers that can be updated annually	Human Resources	50,000	MACO/FRA	MACO/FRA
	Design an ongoing farmer input support programme	Human Resources	50,000	MACO/FRA	MACO/FRA
LA working with MACO to establish partnerships with the private sector to assist in Input supply, storage and selling of produce and provide SMME support	Identification and mapping of private sector institutions working in the area to support small-scale farmers with input distribution	Human Resources	50,000	MACO	MACO
	Conduct training for households in Smart and Resilient Crop Production Practices	Human Resources	150,000	MACO/ZICTA	MACO/ZICTA



## 6.5 Development Policy 2: By 2030, double the proportion of the population with access to affordable and renewable energy

Objective	Promote access and use of renewable energy solutions for commercial and domestic use in the region by 2030				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
The LA will create an enabling environment for investments in Solar, Thermal, Wind and Gas plants	Enter renewable energy partnerships with traditional leaders	Human Resource	100,000	LA	LA
	Mapping of sites for joint ventures between traditional leaders, private sector and LA	Human Resource	100,000	LA	LA
	Carry out cadastre survey of land for possible investments	Human Resource	150,000	LA	LA
	Conduct monthly radio shows on the benefits of renewable energy on radio	Human Resource	75,000	ZANIS	Radio Stations
	Conduct road shows to promote use of renewable energy	Human Resource	100,000	ZANIS	LA
	Conduct feasibility studies for thermal and wind energy	Human Resource	200,000	ZESCO	LA
The LA working with REA and other stakeholders ensure that the districts have capacity to venture into Solar Business	Develop a solar energy incentives package for start-up businesses	Human Resource	50,000	Private	Chamber of Commerce
	Training of solar SMEs	Human Resource	80,000	LA	LA
	Identification and holding of stakeholder meeting quarterly	Human Resource	50,000	LA	LA
	Develop concept note for CEEC on solar energy finance	Human Resource	50,000	LA	LA
The LA will partner with private sector to provide Gas for cooking	Secure land from traditional authorities for purposes of setting up gas plants	Human Resource	30,000	LA	LA
	Training of local entrepreneurs in gas for cooking handling	Human Resource	50,000	LA	LA
	Link SMEs to finances and resources	Human Resource	50,000	LA	LA
Objective	Increase the number of fuelling services stations in the JIDP area by 2030				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information

Establishment of land for filling stations investments	Identify potential sites for fuel service stations	Human Resource	100,000	LA	ZEMA
	Sign partnership agreements with traditional leaders for fuel service stations	Human Resource	25,000	LA	LA /MOCTA
	Cadastre surveying of proposed sites	Human Resource	150,000	Private	Chamber of Commerce
	Sign partnership agreements with private sector for setting up fuel service stations	Human Resource	50,000	LA	LA

### 6.6 Development Policy 3: promote multi-modal transport infrastructure and public infrastructure to support health and education

Strengthen the capacity of the LAs in order to effectively deliver basic municipal infrastructure services by 2025					
Objective Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
Ensure committed and ongoing investment in achieving and maintaining ownership of the long-term vision	Develop Business Plans for LAs to raise strategic resources for infrastructure developments	Human Resources	50,000	LA	LA
	Develop a Key Performance Dashboard for Council Chairpersons and Mayor on IDP coordination and Management	Human Resources	30,000	LA	LA
	Establish a permanent committee on Municipal Infrastructure	Human Resources	10,000	LA	LA
Enhance intergovernmental relations for better coordination of Infrastructure development and maintenance	Bi-annual data collection to inform new projects	Human Resources	40,000	LA	LA
	Annual data collection to inform maintenance and repair	Human Resources	40,000	LA	LA
	Development of a register engineering municipal services	Human Resources	20,000	LA	LA
Ensure that all LAs have Revenue Mobilisation strategies in Place	Resource mobilisation training for Key Officers in LAs	Human Resources	50,000	LA	LA
	Preparation of Revenue Mobilisation Concept Papers	Human Resources	50,000	LA	LA
LA have adequate capacity to collect debts	Training of Debt Collectors	Human Resources	60,000	LA	LA
	Design Digital Platforms to ease customer access and payments (Web-based and Mobile)	Human Resources	80,000	LA	LA
	Partner with bailiffs for debt collection	Human Resources	20,000	LA	LA

Promote and improve revenue collection awareness	Design Revenue Database for Own Source Revenue	Human Resources	35,000	LA	LA
	Design and deploy Digital Payment Platforms	Human Resources	100,000	LA	LA
<b>Objective</b>	<b>Improve road infrastructure and accessibility within the region by 2025</b>				
<b>Strategies</b>	<b>Programme</b>	<b>Input</b>	<b>Cost</b>	<b>Proposed Source of Funding</b>	<b>Source of Information</b>
The LA to facilitate the upgrading 332km of M and D roads to bitumen standard (See Appendix 1 for detailed kilometres per district).	Conduct meetings with RDA and Traditional Leaders	Human Resources	35,000		LA/RDA
	Sensitisation of the local communities	Human Resources	50,000	LA/NRFA	LA/RDA
	Reconnaissance, survey and mapping of road network	Human Resources	40,000	LA/NRFA	LA/RDA
	Road construction with Bitumen	Human Resources	1, 826,500,000	LA/NRFA	LA/RDA
Creation of 1,493km of feeder roads to at least gravel standard (See Appendix 1 for detailed kilometres per district).	Conduct meetings with RDA, traditional leaders	Human Resources	35,000	LA/NRFA	LA/RDA
	Sensitisation of the local communities	Human Resources	50,000	LA/NRFA	LA/RDA
	Reconnaissance, survey and mapping of road network	Human Resources	40,000	LA/NRFA	LA/RDA
	Feeder road construction	Human Resources	8, 211,500,000	LA/NRFA	LA/RDA
The LA working with WARMA and other relevant stakeholders to facilitate for the improvement of water supply the JIDP area by 2025	Reconnaissance and assessment of existing dams for possible expansion and rehabilitation	Human Resources	1, 200,000	LA/WARMA	LA/WARMA
	Engagement of stakeholders such as ZEMA, Eastern Water, LA's and traditional leaders	Human Resources	100,000	LA/WARMA	LA/WARMA
	Sensitisation of the local communities on the upcoming project	Human Resources	50,000	LA/WARMA	LA/WARMA

	Rehabilitation and expansion of existing dam	Human Resources	513,000	LA/WARMA	LA/WARMA
	Construction of dams	Human Resources	1, 000, 000	LA/WARMA	LA/WARMA
	Setting up of portable water kiosks	Human Resources	500,000	LA/EWSC	LA/WARMA
	Sinking of boreholes in most in need areas	Human Resources	3, 000,000	LA/WARMA	LA/WARMA
	Establish water harvesting facilities in the region	Human Resources	300,000	LA/WARMA	LA/WARMA

Objective Strategies	Increase access to the region through promotion of air transport in the region by 2030				
	Programme	Input	Cost	Proposed Source of Funding	Source of Information
The LA working with Civil Aviation to ensure that air transport facilities are set up by 2030	Develop a financing plan for the proposed airport in Kasenengwa	Human Resources	100,000	LA/NAC	LA/NAC
	Identification/selection of financiers for the proposed airport	Human Resources	50,000	LA/NAC	LA/NAC
	Preparation of designs for the airport	Human Resources	1,000,000	LA/NAC	LA/NAC
	Tendering of documents for the airport	Human Resources	30,000	LA/NAC	LA/NAC
	Construction of the airport runway	Human Resources	5,000,000	LA/NAC	LA/NAC
	Preparation of LAP for airport and precinct	Human Resources	300,000	LA/NAC	LA/NAC

Objective Strategies	Improve linkages within the region and neighbouring districts by 2025				
	Programme	Input	Cost	Proposed Source of Funding	Source of Information

<p>The LA working with RDA to ensure road network in the JIDP area is accessible and in a good condition</p> <p>The LA to promote rail infrastructure for passengers and goods in the region</p>	Develop a Joint Annual Roads Action Plan	Human Resources	40,000	LA/RDA	LA/RDA
	Develop strategic road partnerships with the private sector	Human Resources	100,000	LA/RDA	LA/RDA
	Construction of bridges	Human Resources	2,500,000	LA/NRFA	LA/RDA
	Eliminate flood risk and landslides	Human Resources	500,000	LA/RDA	LA/RDA
	Make storm water improvements	Human Resources	1,000,000	LA/RDA	LA/RDA
<p>The LA to promote rail infrastructure for passengers and goods in the region</p> <p>The LA working with RDA to ensure road network in the JIDP area is accessible and in a good condition</p>	Develop a Regional Rail Master Plan linked to existing railways	Human Resources	300,000	LA/ZR	LA/ZR
	Engage with ZR for the extension of the Mchinji Railways to Kasenengwa and Chipangali	Human Resources	30,000	LA/ZR	LA/ZR
	Develop a Joint Annual Roads Action Plan	Human Resources	8,000,000	LA/ZR	LA/ZR

Objective	Improve learning outcomes and access to training at all levels in the IDP area by 2030				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
Mobilising Traditional Leaders and communities to establish community schools	Conduct 30 sensitisation meetings with traditional leaders and communities	Human Resources IEC	600,000	Donors/Private	MoGE
	Identification of targeted land for Community Schools	Human Resources	10,000	LA	MoGE
	Prepare a Land Use Plan that will guide the physical/spatial distribution of schools	Human Resources	50,000	MoGE	MoGE

MOGE working the LAs to create a land use framework for schools in the JIDP Area	Preparation of site plans for all the schools	Human Resources Stationery Batteries	80,000	MoGE	MoGE
	Generation of popular version location maps for schools in the region	Human Resources Stationery	25,000	MoGE	MoGE
Creation of satellite centres for Early Childhood Education (ECE)	Training of 300 volunteer caretakers	Human Resources	500,000	Donors/Private	MoGE
	Create 100 learning camps and reading corners	Human Resources	1,000,000	MoGE/Partners	MoGE
	Procure and distribute ECE materials in schools	Books	100,000	MoGE	
	ZANIS to conduct community campaigns on ECE	Human Resources PA System	200,000	ZANIS/LA	MoGE/ZANISS
Increase the number of education facilities	Develop a Regional School Development Advocacy Strategy	Human Resources	200,000	MoGE	MoGE
	Lobby NGOs, Private Sector and local partners for the construction and upgrading of schools	Human Resources	100,000	LA	MoGE
	Construction of 21 schools	Human Resources Local Materials	302,000,000	MoGE/Partners	MoGE
	Upgrading of schools	Human Resources Local Materials	10,000,000	MoGE/Partners	MoGE
Integrate alternative means of education ICTs and (e-learning)	Train 300 teachers in ICT	Human Resources	1,000,000	MoGE/Partners	MoGE
	Provide ICT equipment	Equipment	1,000,000	MoGE/Partners	MoGE

	Develop local digital content for schools	Human Resources Digital Cameras	200,000	MoGE/Partners	MoGE
Conduct regular school monitoring visits Roll out internet to all schools in the region	Conduct regular school monitoring visits	Human Resources Fuel Motor Vehicle	200,000	MoGE	MoGE
	Draft Wi-Fi and broadband strategic policy for E-learning	Human Resources	50,000	MoGE/Partners	MoGE
	Roll-out internet to all schools in the region	Human Resources	300,000	MoGE/Partners	MoGE

Objective	Increase access to primary health care to 80% in the region by 2025				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
Increase the number of education facilities	Construction of 17 health facilities (2 General Hospitals + 15 Health Centres)	Human Resources Local Materials	800,000	MoH	MoH
Deployment of trained personnel	Deploy 1000 medical personnel in health centres		2,000,000	MoH	MoH
The LA to facilitate for the mapping and securing of land for health facilities	Prepare a Land Use Plan that will guide the physical/spatial distribution of health facilities	Human Resources Stationery	50,000	LA	LA
	Preparation of site plans for all the health facilities in the region	Human Resources Stationery Batteries	50,000	LA	MoH



The LA working with MoH to improve access to Youth Friendly Health Services by 2022	Develop a local and culturally sensitive strategy to address early marriages and teenage pregnancy	Human Resources	50,000	LA/MoH	MoH
	Set-up Health Friendly Corners (FYC) in all Health Centres	Human Resources IEC Materials	500,000	MoH/Partners	MoH
	Conduct bi-annual road shows on teenage pregnancy and early marriage	Human Resources Fuel Mobile Screens	150,000	MoH/Partners	MoH
	Conduct regular radio shows on teenage pregnancy and early marriages	Human Resources Airtime	200,000	MoH/Partners	MoH
	ZANIS to carry out Campaigns in all the districts	Human Resources Fuel	150,000	MoH/Partners	MoH
The LA working with MOH to ensure the region has strengthened health systems to manage the Covid-19 by 2022	Identification of Covid-19 isolation centres in all the districts	Human Resources	30,000	MoH & LA	LA
	Conduct Covid-19 campaigns to promote hygiene behaviour	Human Resources	100,000	LA	LA
	Set-up public screening sites in strategic locations	Human Resources Tents	200,000	MoH & LA	MoH
	Provide Personal Protective Equipment (PPE) to all health personnel and health centres	PPE	100,000	MoH/Partners	MoH

<b>Objective</b>	<b>Eliminate bikes and pedestrians' fatalities multi modal transport planning by 2030</b>
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Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
The LA working with RDA and RTSA to ensure that road users are safe from all forms of fatalities on the roads	Installation of road signs in appropriate languages and symbols	Road Signs Human Resources	200,000	RTSA & LA	RTSA
	Install traffic calming systems at strategic crossing points and junctions	Traffic Lights Human Resources	300,000	RTSA & LA	RTSA/LA
	Rehabilitation of sidewalks for bicycles	Human Resources	1,000,000	RDA/LA	RDA/LA
	Expansion of sidewalks to accommodate more pedestrians in light of social distancing	Human Resources	5,000,000	RDA/LA	RDA/LA
	Provision of sidewalks on all roads in the district that currently do not have sidewalks	Human Resources	10,000,000	RDA/LA	RDA/LA

#### 6.7 Development Policy 4: By 2030, strengthen the regional economy through economic diversification and value addition

Objective	Establish a One Shop Window for investment and business registration operations				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
Create an enabling environment for Businesses to setup and operate in the JIDP area by 2022	Develop a Trade and Investment Promotion Strategy	Human Resources	50,000	LA/MCTI	LA
	Develop an Economic Growth and Development Strategy	Human Resources	50,000	LA/MCTI	LA
	Prepare a “How to Do Business” toolkit that reduces red tape and possible unnecessary bureaucracy	Human Resources	20,000	LA/MCTI/ZRA	LA
	Setup a One-Stop-Shop for all business registrations in the region	Human Resources Equipment	200,000	LA/PACRA	LA/PACRA
	Develop e-based business permitting systems for local licenses and taxes	Human Resources	100,000	LA/ZRA	LA/ZRA
	Roll out e-based business platforms for business permits, renewals and applications	Human Resources Digital Kiosks	200,000	LA	LA
	Conduct sensitisation meetings on the effective use of e-platforms	Human Resources	100,000	LA	LA

Objective	Establish trade infrastructure and services to attract FDI and regional trade by 2025				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
	Identify Local Areas Plans to be zoned as Economic Zones	Human resources	50,000	LA	LA & MCTI

Ensure that the region has appropriate infrastructure to support trade and commerce	Secure land through planning agreements, joint venture or through conversion	Human Resources	180,000	LA	LA & MLENR
	Shortlist private sector joint venture partners to manage the Economic Zones	Human Resources	40,000	LA	LA
	Develop an Investment Guide for the region in form of a booklet	Human Resources Stationery	60,000	LA & ZDA	LA & ZDA
	Establish and deliver on initiatives to attract young highly skilled individuals to the JIDP area	Human Resources	50,000	LA & MYS	LA & MYS
	Conduct Investment Expo to showcase potentials in the region	Human Resources Airtime	500,000	LA /ZDA/MCTI	LA /ZDA/MCTI
	Establish investment incentives to attract technology start-ups	Human Resources	50,000	LA & MCTI	LA & MCTI
	Conduct meetings with Zambia Police on improving security in the region	Human Resources	60,000	LA	Zambia Police
The LAs and the Eastern Province Planning Authority (EPPA) to ensure that Urban Planning is Well coordinated and building standards set by 2021	Conduct a Land Audit Report and share the findings with the general public	Human Resources	300,000	LA/MOCTA	LA
	Prepare status reports on land use in the Region	Human Resources	20,000	LA	LA
	Develop Web GIS Applications of the region	Human Resources	150,000	LA	LA

	Prepare building code and approval system for all developments in the region	Human Resources	50,000	LA	LA
	Develop an electronic permitting system for planning permission	Human Resources Server	200,000	LA	LA
	Development control - compliance visits by LAs	Human Resources Fuel Motor Vehicles Stationery	200,000	LA/EPPA	LA/EPPA
	Update the Regional Building Code	Human Resources	40,000	LA/EPPA	LA/EPPA

Objective Strategies	Promote sustainable industry practices in the tourism sector by 2025				
	Programme	Input	Cost	Proposed Source of Funding	Source of Information
Upgrade the existing infrastructure and heritage sites in the tourism sector in the JIDP area	Identification and mapping of existing tourist and heritage sites	Human Resources	150,000	LA/NHCC	LA/NHCC
	Engagement of Investors and stakeholders	Human Resources	100,000	LA/NHCC	LA/NHCC
	Rehabilitation of tourist attractions and heritage sites that have not been well managed and explored	Human Resources	9,000,000	LA/NHCC	LA/NHCC
	Advertisement for investment in infrastructure supporting the identified heritage and tourist sites	Human Resources	300,000	LA/NHCC	LA/NHCC

	Sensitisation of the locals on the importance of preserving the heritage and tourist sites	Human Resources	150,000	LA/NHCC	LA/NHCC
Capacity building in processing and branding of local products	Training of local entrepreneurs	Human Resources	100,000	PACRA/MCTI	MCTI
	Develop an incentives package for local processing businesses	Human Resources	50,000	LA	Chamber of Commerce
	Conduct annual conference for local entrepreneurs	Human Resources	250,000	LA	Chamber of Commerce
Strengthen partnerships with all major economic contributors	Nurture key clusters of producers, suppliers, customers and services	Human Resources	100,000	LA	Chamber of Commerce
Develop new tourism routes connecting and promoting current offerings and expand the tourism product offering	Development of a tourism map that can be published and distributed	Human Resources	30,000	LA/ZTB	LA
	Design and implement a programme to encourage local residents to visit local tourism attractions	Human Resources	50,000	LA	LA/Chamber of Commerce

Objective	Create Industrial Parks and Economic Zones in the region"				
Strategies	Programme	Input	Cost	Proposed Source of Funding	Source of Information
The LA working with ZDA and MCTI to facilitate the Setting up of processing plants for tobacco, cotton, maize, groundnuts by 2023	Mapping of existing farming areas in order to strategically site locations of the processing plants	Human Resources	150,000	LA/MCTI	LA/MCTI
	Engagement of the investors and stakeholders on the benefits and opportunities	Human Resources	100,000	LA/ZDA	LA/ZDA
	Sensitisation of the communities on the possible locations for the plants	Human Resources	50,000	LA	LA
	Construction of 4 processing plants in the JIDP area	Human Resources	120,000,000	CEEC/Private	LA

	Develop an Investor's Guide to investing in the region	Human Resources	50,000	LA/ZDA	LA/ZDA
	Develop a Standard Approval System for rating all businesses in the Economic Zones	Human Resources	50,000	LA	LA
<b>Objective</b>	<b>Improve urban planning and building standards</b>				
<b>Strategies</b>	<b>Programme</b>	<b>Input</b>	<b>Cost</b>	<b>Proposed Source of Funding</b>	<b>Source of Information</b>
Government networking and engaging with stakeholders for technical and financial assistance	Conduct baseline survey on council service	Human Resources	150,000	LA	LA
Ensure JIDP LAs have digital payment platforms	Setup Local Area Networks (LAN) for all key LA Departments	Human Resources	180,000	LA	LA
	Develop a mobile App for revenue collection	Human Resources	100,000	LA	LA
Promote and improve revenue collection awareness	Training of 100 Revenue Collectors	Human Resources	50,000	LA	LA

### 6.8 Development Policy 5: By 2030, achieve sustainable access to natural resources through environmental protection and conservation

Objective Strategies	Eliminate forest encroachments in the JIDP area by 2030				
	Programme	Input	Cost	Proposed Source of Funding	Source of Information
Containment of all forest reserves in the JIDP area	Sensitisation of the communities surrounding the forest reserves	Human Resources	50,000	MLENR	MLENR
	Boundary clearing and beacon erection in the forest reserves in the JIDP area	Human Resources	100,000	MLENR	MLENR
	Fencing of all aquifers in the JIDP Area	Human Resources	500,000	MLENR	MLENR
	Design and implement awareness programmes for conservation of natural assets and wildlife	Human Resources	100,000	MLENR	MLENR
The Forestry Department working with Communities to increase the land covered by trees by 2025	Develop Tree Planting Programme	Human Resources	50,000	MLENR	MLENR
	Roll out Tree Planting Programme to schools and Government Departments	Human Resources	200,000	MLENR/LA/MoGE	MLENR
	Setup Tree Nurseries in all the Districts	Human Resources	100,000	MLENR	MLENR
	Recruit and train Community Forest Committees	Human Resources	60,000	MLENR	MLENR
Strengthen Forest Management Practices in the region	Conduct forest patrols	Human Resources Fuel Protective gear	100,000	MLENR	MLENR
	Recruit and deploy forest rangers	Human Resources	80,000	MLENR	MLENR
	Training of households in sustainable forest use	Human Resources	100,000	MLENR	MLENR
	Set-up community forests	Human Resources Trees	150,000	MLENR	MLENR



## **7. LOCAL AUTHORITY'S FINANCIAL PLAN**

The public finance management Act No.1 of 2018 provides for the formulation of budget by local authorities. Financial plans are important because they act as a financial expression of Local Authorities' policies. This section outlines the findings from the revenue assessments and revenue projections conducted as part of the JIDP preparation, as well as the revenue estimates for the next 5 years (2021 – 2025) (Financial Plan).

### **7.4 Key findings**

The revenue generated by Chipata, Chipangali, and Kasenengwa Councils is clearly central to their financial sustainability. Taxes and levies are the principal sources of own revenue. Generally, revenue generation and mobilisation are among the major problem facing Local Authorities in Zambia. All tax revenue and non-tax revenue recorded below target performance of annual estimates. The results of the assessment show that the main sources of own revenues are fees & charges, other receipts and local taxes. The property rate is considered as one of the major components of local taxes which contribute the highest proportion to the Internally Generated Funds (IGFs) of the Councils. Internally Generated Funds (IGFs) of the local governments is basically the own-sourced revenues of City and Town Councils. IGF and OSR are used interchangeable in municipal financing. However, the Town Councils of Chipangali and Kasenengwa were financed mainly through the Intergovernmental Fiscal Transfers, of which 80% came from the Local Government Equalisation Fund (LGEF), and 20% from Own-Source Revenues (OSR). In real terms, LGEF is the primary source providing a constitutionally stipulated minimum allocation of central government revenue to local governments. According to the Local Government (Amendment) Act, No. 12 of 2014, about 80 % of the funds allocated for the payment of salaries and provision of services in communities, while 20 % allocated for implementing capital projects. LGEF contribution as part of the financing mechanism shows the performance level for Chipangali at 83%; Kasenengwa at 80%; and Chipata at 25% of their total budget (excluding Constituency Development Funds (CDF)).

From the analysis, it important to note that the forecasted revenues for the next 5 years under the JIDP are based on current trends of actual performance against the budget. Therefore, the 2020 baseline data has been used to update the financial outlook in the development of the revenue projections from 2021 – 2025. A forecast was used to create a strategic context for evaluating the annual budget performance as of August 2020 to establish a baseline projection of revenues and future cash flows. In the preparation of the revenue projections, the Councils do not use forecasting techniques such as Moving Averages, Deterministic & Econometric forecasts and Econometric

modelling. Thus, the system in place is a computation of actual and budgeted figures from the past, current and future trends analysis using a baseline year.

The three Councils exhibit considerable similarities across several characteristics, including:

- Revenue collection and monitoring systems, which demonstrate the following:
  - Low collection efficiency and effectiveness- most commonly as a result of a combination of factors and challenges relating to;
    - Collection efficiency [*cost of collection*]
    - Collection effectiveness, [*how much of billed is collected*]
    - Tax base [*what to be taxed*]
    - Tax coverage [*who is paying and how much*]
    - Tax assessment [*basis of tax determination*]
    - Capacity gaps [*Human, space, finance*]

The 'revenue-raising effort', which is a measure of how much OSR a council raises relative to its income base, varies significantly among the three Councils. Revenue-raising effort (collection efficiency) is own-source revenue (total raised revenue less grants)). Care must be taken when interpreting the revenue-raising efforts of urban, rural and remote Councils. The relatively large estimated revenues against actual collection may reflect the overestimation of fiscal capacities in those areas.

Chipata City (largely urban) Council has a higher average revenue-raising effort as compared to the two Town Councils (largely rural). Even though the City Council already has higher levels of revenue-raising effort, it is also assessed to have some potential to raise additional revenue, such as Motor Vehicles Parking Fee & Dry Port Truck Parking Fee. Traditionally, such an introduction of new revenue instruments to be considered, the council should assess the degree of broad political support. However, it faces some policy and regulatory impediments to raising adequate revenue in the case of the two fees.

The revenue assessment conducted as part of this JIDP found that some of the problems undermining revenue mobilisation are:

- Inadequate data for the revenue potential for various tax bases;
- Inadequate enforcement of revenue mobilisation;
- Poor strategies for improving revenue collection;
- Data on the revenue potential and actual collection; and
- Low administrative capacity of the Councils themselves.

The revenue assessment found that there are substantial gaps between reported and projected revenues, leaving room for further analysis on why projected revenues differ from reported actuals and how this affects budget implementation by the three Councils are affected.

### 7.5 Assessment of Overall Revenue-Raising Efforts

The major contributor to revenue mobilisation consists of OSR and LGEF from the Government. Generally, Councils set rates, fees & charges, taking into account planned expenditure and forecasts of LGEF and other grants from government. The mean OSR raised represents a mean of 52% and a median 22% of total budget aggregated for the three Councils. Together, property rates, fees & charges and other receipts account for most of OSR. The amount of local taxes vary widely from one jurisdiction to the other. However, their combined share has decreased over time, reflecting decline in other traditional revenue sources, such as developer charges and fines. Specifically, the higher the fiscal capacity of a Council, the higher its potential to raise revenue. In practice, the amount of revenue that a Council can actually raise from its community depends on what the community wants its Council to do.

*Table 22: Revenue collection efficiency*

City/Town	Collection Efficiency %
Chipata	23
Chipangali	25
Kasenengwa	17

*Source: Budget performance reports, August 2020*

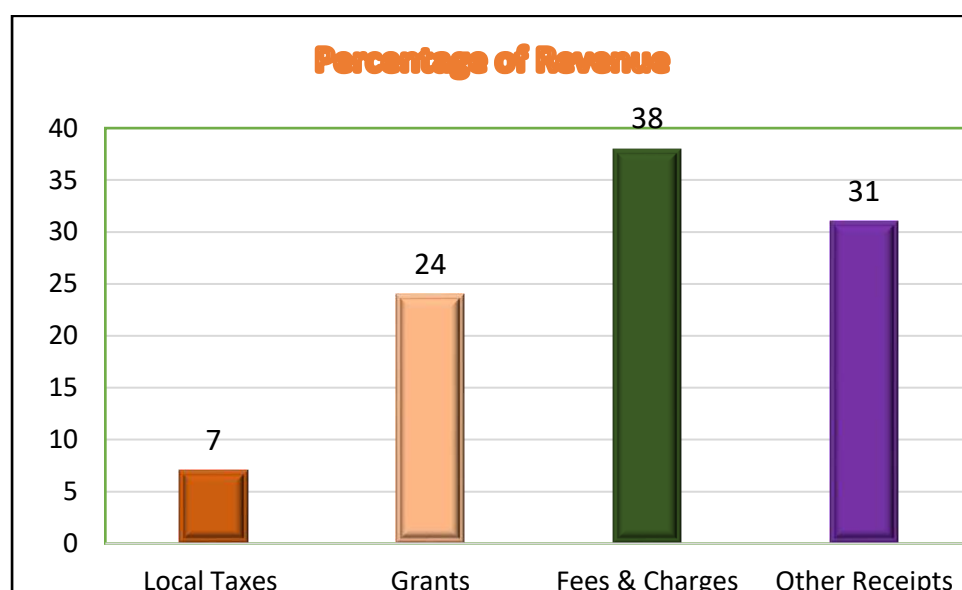
The revenue-raising effort (collection efficiency) is relatively low for all the three Councils as reflected in the table below. The differences in the three Councils' locally-generated revenue-raising performance has depended largely on fiscal capacity. Since the two Town Councils are in agricultural areas, aggregate revenues could be increased with the value of agricultural output, whilst for Chipata City Council just the concentration of business and some industrial properties could contribute to more revenues being collected. This low level of revenue collection is also the result of weakness in assessing the revenue bases, finding new bases and exploiting them exhaustively. There is need for each individual Council to examine the factors that determine revenue collection efficiency and their impact in revenue generation.

## 7.6 Assessment of Uncollected Revenues

In the study of revenue performance, the three Councils did not perform well in revenue collection due to a number of factors such as: weak revenue administration; incomplete revenue base information; and weak revenue enforcement. The Councils have been collecting revenue from various sources but none of them has been collecting adequate revenues to finance its activities for 100% of the total budget requirements.

The figure below shows the actual revenues uncollected by the three Councils. Among notable sources of revenue, OSR share was 76% and grants (LGEF, CDF & Grants in lieu of rates) accounted for 24% of the total revenues not collected as of August 2020. From the OSR not collected, other receipts accounted for 31% as compared to the local taxes of 7%. This shows that the local taxes base was not even because in real terms it should have accounted for a higher proportion as compared to other receipts. Furthermore, fees & charges accounted for 38% of the total revenues uncollected.

*Figure 34: Distribution of uncollected revenues as a percentage of the budget by the three Councils*



Source: Budget Performance Reports, August 2020

To this end, an assessment of the uncollected revenue shows three basic shortcomings associated with the current local revenue assignment in three Councils and across all the Local Authorities. Firstly, there are a number of significant shortcomings in the overall structure of the local government revenue system. Secondly, there are problems specific to each of the revenue instruments assigned to the local government level. Thirdly, there are a number of problems with the manner in which local

taxes are administered in the three Councils. This realisation is an important impetus to fully engage key stakeholders in a comprehensive review of the policy framework underpinning the structure of the financing of local government in Zambia, including the local revenue structure. At a broader policy level, there is an urgent need to develop and implement a Local Authority Financial Management Strengthening Programme for the three Councils to provide technical advisory and capacity support in Local Revenue Management Process and Local Revenue Administration Cycle within the framework of Resource Generation & Mobilisation Strategy during the JIDP.

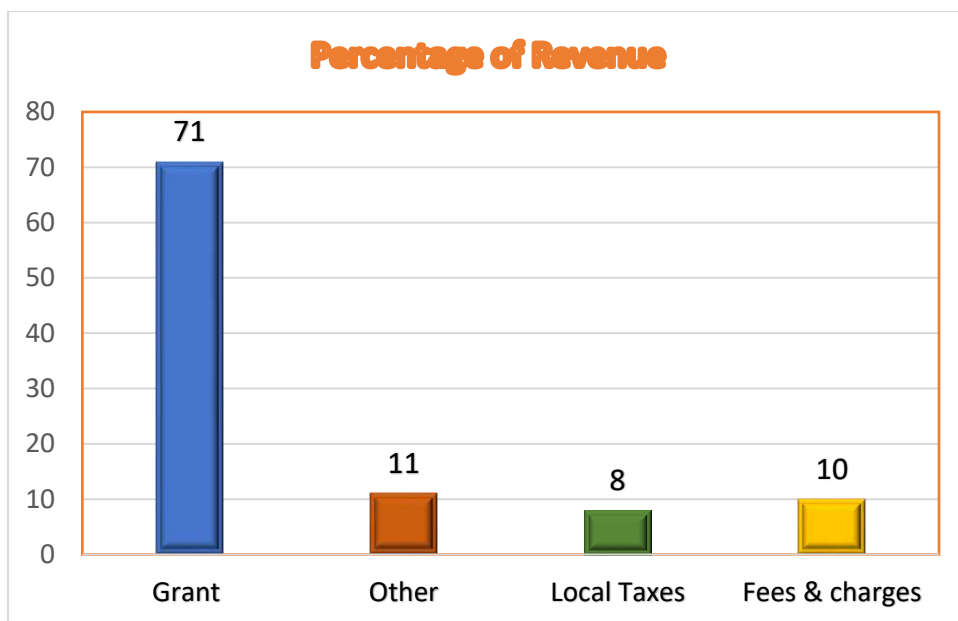
### **7.7 Assessment of Revenue Potential**

Generally, all three Councils have potential to raise additional revenue. Increase in revenue-raising effort would lead to them being financially independent based on current levels of expenditure, especially for salaries and wages. For the two Town Councils, the situation is different because of the LGEF, as it accounts to about 81% of their budget on average. Notwithstanding the increase in revenue-raising effort, the two Town Councils would remain substantially dependent on LGEF and other grants at current levels of expenditure. The fiscal capacity and actual fiscal effort do not reveal the extent to which the two Town Councils might have the potential to raise additional revenue. For example, local revenue generation continued to be constrained by the low tax base, poor collections, and the high cost of revenue collection relative to the amounts being collected.

### **7.8 Revenue Projections**

The key step in projecting revenues involved sorting revenues according to type and considered the assumptions of collection efficiency against the budget. Some revenues are very sensitive to changes in the economy, while others depend far more on policy decisions or long-term development trends. The figure below shows the actual revenues collected by the three Councils. This shows that among notable sources of revenue, OSR share was 29%, and grants (LGEF, CDF & Grants in lieu of rates) accounted for 71% of the total revenues received as of August 2020. From the OSR, other receipts accounted for 11% as compared to the local taxes of 8%. This shows that the local tax base was not even because in real terms it should have accounted for more in proportion to the other receipts. Furthermore, even fees & charges accounted for only 10% of the total revenues collected.

*Figure 35: Distribution of actual revenues collected by the three Councils*



Source: Budget Performance Reports August 2020

### 7.9 Financial Plan for the next 5 years (2021 – 2025)

To estimate revenues for the next 5 years (2021 – 2025), the total annual budgeted revenues for the three Councils was used as part of historic data in forecasting future revenues on the basis of annual average trends of 2.1% to 6.5% of actual performance.

*Table 23: Financial Plan for the next 5 years (2021-2025)*

Revenue type	Baseline Budget 2020	2021	2022	2023	2024	2025
Local taxes	5,628,100	5,993,930 6.5%	5,841,970 3.8%	5,903,880 4.9%	5,853,230 4%	5,853,230 4%
Fees & charges	20,226,000	20,954,140 3.6%	21,014,820 3.9%	21,035,040 4%	20,913,690 3.4%	20,913,690 3.4%
Other Receipts	17,335,800	17,699,850 2.1%	17,907,880 3.3%	17,994,560 3.8%	17,994,560 3.8%	18,185,260 4.9%
<b>Total Own Source Revenue</b>	<b>43,189,900</b>	<b>44,647,920</b>	<b>44,764,670</b>	<b>44,933,480</b>	<b>44,762,130</b>	<b>44,952,180</b>
CG transfers	29,768,980	30,453,670 2.3%	30,394,130 2.1%	30,394,130 2.1%	30,394,130 2.1%	30,364,360 2%
CDF	6,400,000	6,720,000 5%	6,720,000 5%	6,720,000 5%	6,720,000 5%	6,720,000 5%

<b>Total Projected Revenue</b>	<b>79,358,880</b>	<b>81,821,590</b>	<b>81,878,800</b>	<b>82,047,610</b>	<b>81,876,260</b>	<b>82,036,540</b>

## 8. PROGRAMME FOR THE PREPARATION OF LOCAL AREA PLANS AND OTHER DETAILED PLANNING ACTIVITIES

The preparation of Local Area Plans is provided for in Section 21 of the URPA of the Laws of Zambia:

*“A planning authority shall use a local area plan as a planning instrument to provide detailed proposals for the development of an area designated for development under an integrated development plan.”*

The JSDP has identified areas within the JIDP area where Local Area Plans (LAPs) will be needed in order to realise development outcomes for the communities. These LAPs are mostly areas proposed to be developed as Nodes, Densification, Infill and Containment areas. Some of these areas currently exist, while others are being proposed. Regardless of the purpose for which a LAP will be prepared, it will directly link to the implementation and financial plan and take into account the processes and proposals of other LAPs in the area of the LA and the neighbouring LA. Distinct land use standards and controls will be applied in different LAPs, while ensuring the highest and best use of Land. The table below identifies the LAPs and their purpose.

*Table 24: Identification of LAPs and their purpose*

District	Densification	Infill	Node/Growth	Redevelopment
Chipata	Town Centre (Great East Road) Mwami Border		Feni Sub Centre Lulaka Trading Centre Mwami Border Chiwoko Trading centre Kazimule StoresMtenguleni Jerusalem Trading Centre	Magazine Navutika



Kasenengwa			Kazimuli Agricultural City  Petroleum Depot, Proposed Airport and Chongo Turn-off  Give-Way Trading Centre	
Chipangali		Kapasa Trading	Madza-A-Tuwa  Mugubudu  Chitandika Chitandika  Early- Early  Give-Way	

For the purpose of realising the vision of making the JIDP area a regional trade hub by 2030, all LAPs will ensure that proposals for the development of a LAP are prepared in accordance with the principles of the JIDP. Where a LAP is proposed to be implemented on land under the jurisdiction of traditional leaders, a planning agreement or joint venture will be entered into between the LA and HRH for purposes of implementing a LAP. It is anticipated that all land under a LAP shall offer secure land tenure for long-term investments.

## 9. MONITORING AND EVALUATION PLAN

Monitoring and evaluation (M&E) is an integral component of the JIDP. The M&E Plan ensures that the JIDP brings about the change anticipated and that resources are effectively utilised. The Key Performance Indicators (KPIs) in the M&E Plan have been developed using the following 5 principles:

*Figure 36: Principles of good indicators for M&E*

### Precise/Well-defined

- The indicator is not ambiguous so as to ensure everyone interprets them the same and thus achieve the same results

### Reliable

- The indicator yields the same results on repeated trials/attempts

### Valid

- The indicator measures what it intends to measure

### Measurable

- The indicator is measurable; if it cannot be measured, it is not a good indicator

### Practicable

- The indicator should not be impractical to measure from a resource or cost perspective

*Source: Guidelines for Integrated Development Planning: Preparing the Implementation Programme, Vol. 4 (MLG, 2019)*

The JIDP Councils will assign a M&E Team, with clear roles and responsibilities, for the purpose of:

- Collecting data;
- Analysing data;
- Reporting performance on indicators and tracking progress; and
- Coordinating with Government Departments to avoid duplication data collection and reporting.

The M&E Team shall be composed of the following individuals:

Table 25: JIDP M&E Team

Number	Role	Responsibilities	Organisation	Reporting
1	M&E Lead	<ul style="list-style-type: none"> <li>Overall quality assurance of M&amp;E Plan and performance tracking</li> <li>Monitor and escalate risks</li> <li>Overall quality assurance of data collection and analysis methodologies</li> <li>Manage relationships with key stakeholders</li> </ul>	Ministry of National Development Planning / Policy Planning Unit (PPU)	<ul style="list-style-type: none"> <li>District Development Coordination Committee (DDCC)</li> <li>Local Authorities for the districts</li> </ul>
3	Data Managers	<ul style="list-style-type: none"> <li>Develop databases</li> <li>Develop data visualisation tools</li> <li>Coordinate with Government Departments to avoid duplication</li> <li>Develop and manage M&amp;E plans and schedules</li> </ul>	District Planning Office ( <i>1 Manager from each District</i> )	M&E Lead
5	Data Analysts ( <i>each representing the 5 Development Policies</i> )	<ul style="list-style-type: none"> <li>Develop data collection and analysis methodologies</li> <li>Data collection</li> <li>Data analysis</li> <li>Input data into M&amp;E</li> </ul>	Departments across the region ( <i>to ensure specialist skills for each Development Policy are largely exists within the team</i> )	Data Managers

		progress tracking tool		
1	GIS Expert ( <i>supported by GIS Data Officers when GIS mapping needs to be conducted</i> )	<ul style="list-style-type: none"> <li>• Link the Development Framework with the Spatial Development Framework</li> <li>• Conduct GIS mapping as the JIDP is implemented</li> <li>• Update maps according to progress made</li> </ul>	Preferably from a Local Authority	M&E Lead

Figure 37: Organogram of JIDP M&E Team

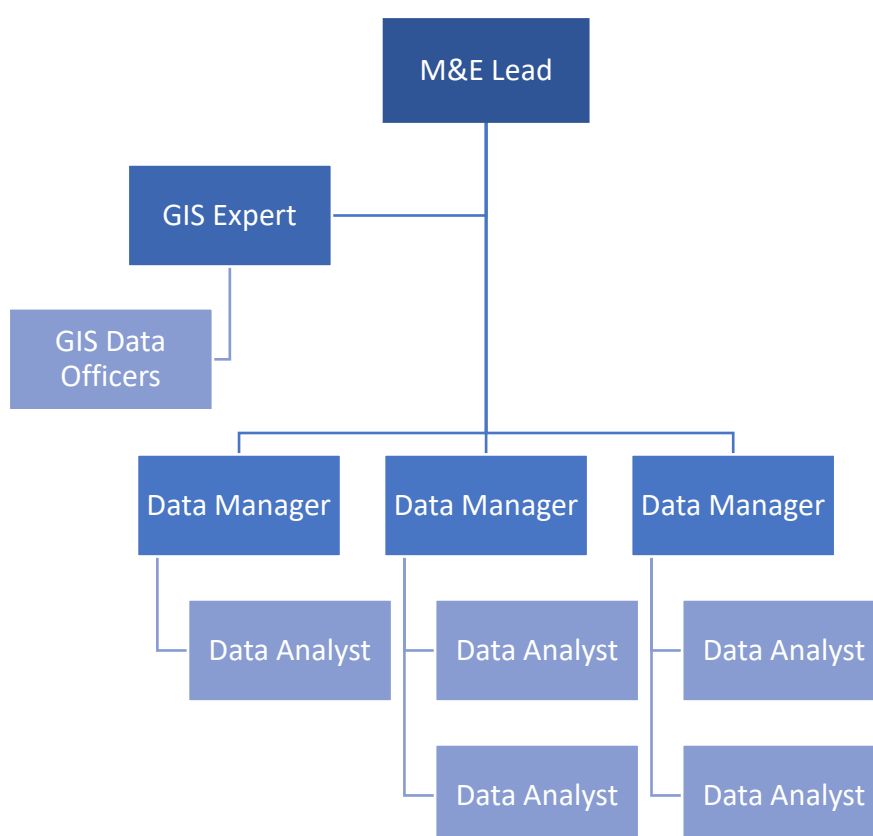


Figure 41 below shows the Table below which outlines the implementation plan , along with indicators, sources of information, and frequency for each Development Policy objective. Note that some of the objectives and programmes have a number of indicators to measure performance. For example, for indicators measuring the number of events or meetings, additional indicators (e.g. the number of participants, the percentage of target population who have increased awareness as a result of X event, etc.) are critical to ensure the objective for that indicator has been reached.

Figure 41: The Implementation Plan

**9.4 Development Policy 1: By 2030, increase agricultural productivity of the region through climate smart and resilient agricultural practices**

								Indicator	Sources of Information	Frequency
<b>Objective</b>		<b>Put in place a joint monitoring system for agricultural production by 2030</b>						M&E system in place	JIDP Committee	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>			
The JIDP M&E Committee will ensure that a Monitoring System is in place	Develop a Performance Monitoring and Evaluation Plan	1 plan	1					Plan developed	LA/MACO	Annual
	Conduct training of 15 District Officers in JIDP M&E	15 people	15					# of people trained (disaggregated by sex)	LA/MACO	Annual
	Documentation of good practices through Case Studies and Stories of Significant Change	10 case studies	2	2	2	2	2	# of Case studies produced	LA/MACO	Bi-annual
	Conduct baseline survey on KAP in the agricultural sector and natural resource management	1 report	1					Report produced (disaggregated by gender and inclusion issues)	LA/MACO	Annual

								wherever possible)		
The LAs will form a Mayoral Group for M&E	Develop an IDP M&E Toolkit for Municipal Leaders		1 toolkit					M&E Toolkit developed	LA	Annual
	Training of Council Chairpersons and Councillors		6 people					# of people trained (disaggregated by role and sex)	LA	Annual
	Conduct bi-annual monitoring for selected capital projects		2 meetings	2	2	2	2	# of meetings held; % of participants as a proportion of planned number	LA	Bi-annual
								<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>		<b>Increase access to livestock health services at community level by 25% by 2030</b>						% of people in community with increased access to livestock health services (disaggregated by sex)	MoLF	Annual

Strategies	Programme	Target Yr 1	Target Yr 2	Target Yr 3	Target Yr 4		Target Yr 5			
The LA with MoLF to ensure livestock health services at community level	Training of 100 Livestock Extension Officers	50 people	50 people					# of Livestock Extension Officers trained (disaggregated by sex)	MoLF	Annual
	Construction of 10 dip tanks in the most affected wards		2 dip tanks	4 dip tanks	4 dip tanks		2 dip tanks	# of Dip Tanks constructed (disaggregated by wards)	MoLF	Bi-annual
	Construction of 5 dams and watering holes for livestock in the most affected wards		1 dam	1 dam	1 dam			# of dams constructed (disaggregated by wards); # of watering holes constructed (disaggregated by wards)	MoLF	Annual
	Conduct livestock pest and disease surveillance surveys	1 survey	1 survey	1 survey	1 survey		1 survey	# of surveys conducted	MoLF	Annual
								Indicator	Sources of Information	Frequency



Objective		Increase access to fish and fish products in the JIDP region by 25% by 2030						% of households/businesses in the region with increased access to fish; % of households/businesses in the region with increased access to fish products	MoLF	Annual
Strategies	Programme	Target Yr 1	Target Yr 2	Target Yr 3	Target Yr 4		Target Yr 5			
MoLF working with CEEC to promote Aquaculture as a business venture by 2024	Conduct mapping of areas for fish Farming Initiatives	3 sites	3 sites	3 sites	3 sites		3 sites	# of areas mapped	MoLF	Bi-annual
	Setup community fingerling ponds for breeding and fish multiplication	3 fish ponds	3 fish ponds	3 fish ponds	3 fish ponds		3 fish ponds	# of fish ponds established	MoLF	Bi-annual
	Train youth and women groups in fish farming		12 groups	12 groups			12 groups	# of youth trained; # of women trained	MoLF	Quarterly
	Create partnerships for fish farming with local private sector	5 PPPs		5 PPPs				# of PPPs created	MoLF	Quarterly

	Construction of cold storage units in targeted trading centres		1 centres	1 centres	1 centres		1 centres	# of centres constructed	MoLF	Bi-annual
	Conduct trainings for farmers in smart aquaculture practices	3 meetings	3 meetings	3 meetings	3 meetings		3 meetings	# of farmers trained (disaggregated by sex)	MoLF	Bi-annual
	Conduct annual surveillance for prevention of pests and diseases	1 report	1 report	1 report	1 report		1 report	# of reports produced	MoLF	Annual
								<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>		<b>Increase crop production through smart and resilient agricultural practices by 25% by 2030</b>						% crops produced using smart and resilient agricultural practices (disaggregated by crop type)	MACO/FRA	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>		<b>Target Yr 5</b>			

LA working with MACO to establish partnerships with the private sector to assist in Input supply, storage and selling of produce and provide SMME support	Identification and mapping of private sector institutions working in the area to support small-scale farmers with input distribution	5 firms	5 firms	5 firms	5 firms		5 firms	# of firms identified and mapped	MACO	Quarterly
	Conduct training for households in Smart and Resilient Crop Production Practices	500 farmers	500 farmers	500 farmers	500 farmers		500 farmers	# of farmers trained (disaggregated by sex)	MACO	Quarterly
	Secure 10,000ha of land for commercial agriculture by engaging Traditional Leaders	2000ha	2000ha	2000ha	2000ha		2000ha	# of hectares secured	MACO	Quarterly
	Recruitment of Community Crop Extension Officers	100 officers	100 officers	100 officers	100 officers		100 officers	# of officers recruited (disaggregated by sex)	MACO	Quarterly
	Conduct farm mechanisation trainings for farmers	3 trainings	3 trainings	3 trainings	3 trainings		3 trainings	# of trainings conducted; # of farmers trained (disaggregated by sex)	MACO	Bi-annual
	Conduct crop trials for various seed varieties	200 crops	200 crops	200 crops	200 crops		200 crops	# of crops trials conducted	MACO	Quarterly

								disaggregated by crop type		
MACO working with ZEMA and Metrological department to set up Farmer Early Warning Systems by 2022	Produce monthly weather forecast reports	12 reports	12 reports	12 reports	12 reports		12 reports	# of reports produced	MACO	Monthly
	Conduct crop surveillance for pest and disease prevention	1 report	1 report	1 report	1 report		1 report	# of reports produced	MACO	Annual
	Circulate weather forecasts reports through Community Crop Extension Officers	500 farmers	500 farmers	500 farmers	500 farmers		500 farmers	# of farmers reached (disaggregated by sex)	MACO	Quarterly
	Conduct monthly radio programmes on weather forecast	12 shows	12 shows	12 shows	12 shows		12 shows	# of radio programmes conducted	MACO	Monthly
LA working with FRA to ensure that maize storage and marketing meets its	Construction of maize depots for strategic district reserves		3 depots		3 depots			# of maize depots constructed	LA/FRA	Bi-annual
	Conduct quarterly meetings with private sector for buying of maize from farmers	4 meetings	4 meetings	4 meetings	4 meetings		4 meetings	# of meetings held; % of participants as a proportion of planned number	MACO/FRA	Quarterly

targets and expectations of farmers by 2023	Develop a database of grain dealers that can be updated annually	1 database	1 database	1 database	1 database		1 database	Databased developed; # of annual updates	MACO/FRA	Annual
	Design an ongoing farmer input support program		1 program					Farmer input support program designed; # of users (disaggregated by sex)	MACO/FRA	Annual

Figure 41: The Implementation Plan

**9.5 Development Policy 2: By 2030, double the proportion of the population with access to affordable and renewable energy**

							Indicator	Sources of Information	Frequency
<b>Objective</b>	<b>Promote access and use of renewable energy solutions for commercial and domestic use in the region by 2030</b>						% of commercial enterprises with access to renewable energy solutions; % of commercial enterprises using renewable energy solutions; % of households with access to renewable energy solutions; % of households using renewable energy solutions	LA/REA	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
The LA will create an enabling environment	Enter into renewable energy partnerships	3 PPPs		3 PPPs			# of PPPs established	LA	Bi-annual

for investments in Solar, Thermal, Wind and Gas plants	with traditional leaders								
	Mapping of sites for joint ventures between traditional leaders, private sector and LA	3 sites	3 sites	3 sites	3 sites	3 sites	# of sites mapped	LA	Bi-annual
	Carry out cadastre survey of land for possible investments	3 reports	3 reports	3 reports	3 reports	3 reports	# of survey reports produced (with gender and inclusion issues disaggregated)	LA	Bi-annual
	Conduct monthly radio shows on the benefits of renewable energy on radio	12 shows	12 shows	12 shows	12 shows	12 shows	# of radio shows conducted	Radio Stations	Monthly

	Conduct road shows to promote use of renewable energy	2 road shows	2 road shows	2 road shows	2 road shows	2 road shows	# of road shows conducted	LA	Bi-annual
	Conduct feasibility studies for thermal and wind energy	2 reports		2 reports			# of reports produced (with gender and inclusion issues disaggregated)	LA	Bi-annual
The LA working with REA and other stakeholders ensure that the districts have capacity to venture into Solar Business	Develop a solar energy incentives package for start-up businesses	1 package					# of packages developed	Chamber of Commerce	Annual
	Training of solar SMEs	15 SMEs	15 SMEs	15 SMEs	15 SMEs	15 SMEs	# of SMEs trained (disaggregated by women-owned businesses)	LA	Monthly
	Identification and holding of stakeholder	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	# of meetings held; % of participants as a proportion of planned number	LA	Quarterly



	meeting quarterly								
	Develop concept note for CEEC on solar energy finance	1 concept					# concept notes developed	LA	Annual
The LA will partner with private sector to provide Gas for cooking	Secure land from traditional authorities for purposes of setting up gas plants	3 sites		3 sites			# of sites secured	LA	Bi-annual
	Training of local entrepreneurs in gas for cooking handling	20 SMEs	20 SMEs	20 SMEs	20 SMEs	20 SMEs	# of local entrepreneurs trained (disaggregated by sex)	LA	Quarterly
	Link SMEs to finances and resources	20 SMEs	20 SMEs	20 SMEs	20 SMEs	20 SMEs	# of SMEs with access to finances and resources (disaggregated by women-owned businesses)	LA	Quarterly

							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Increase the number of fuelling service stations in the JIDP area by 2030</b>						# of fuel service stations in the JIDP area	ERB	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
Establishment of land for filling stations investments	Identify potential sites for fuel service stations	3 sites		3 sites		3 sites	# of sites identified	ZEMA	Bi-annual
	Sign partnership agreements with traditional leaders for fuel service stations	3 stations		3 stations		3 stations	# number of stations signed	LA /MOCTA	Bi-annual
	Cadastre surveying of proposed sites	3 surveys	3 surveys	3 surveys	3 surveys	3 surveys	# of surveys conducted	Chamber of Commerce	Bi-annual

	Sign partnership agreements with private sector for setting up fuel service stations	3 PPPs		3 PPPs		3 PPPs	# of PPPs established	LA	Bi-annual
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Figure 41: The Implementation Plan

**9.6 Development Policy 3: By 2030, promote multi-modal transport infrastructure and public infrastructure to support health and education**

							Indicator	Sources of Information	Frequency
<b>Objective</b>	<b>Strengthen the capacity of the LAs in order to effectively deliver basic municipal infrastructure by 2025</b>						% of municipal infrastructure delivered with LAs own resources; % of population satisfied with service provision	LA	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
Ensure committed and ongoing investment in achieving and maintaining ownership of the long-term vision	Develop Business Plans for LAs to raise strategic resources for infrastructure developments	3 plans					# of business plans produced	LA	Bi-annual
	Develop a Key Performance Dashboard for Council Chairpersons and Mayor on IDP	1 tool					# of key performance dashboard tool produced	LA	Annual

	coordination and Management								
	Establish a permanent committee on Municipal Infrastructure	2 meetings per district committee	2 meetings per district committee	2 meetings per district committee	2 meetings per district committee	2 meetings per district committee	# of meetings (disaggregated by District); % of participants meeting as a proportion of planned	LA	Bi-annual
Enhance intergovernmental relations for better coordination of Infrastructure development and maintenance	Bi-annual data collection to inform new projects	2 reports	2 reports	2 reports	2 reports	2 reports	# of reports produced with data collected (disaggregated by sex) and with new projected	LA	Bi-annual
	Annual data collection to inform maintenance and repair	1 report	1 report	1 report	1 report	1 report	# of reports produced to inform maintenance and repair	LA	Annual
	Development of a register engineering municipal services	3 registers					# number of registers developed	LA	Bi-annual
Ensure that all LAs have Revenue Mobilisation	Resource Mobilisation training for Key Officers in LAs	2 trainings	2 trainings	2 trainings	2 trainings	2 trainings	# of trainings conducted; # of Officers trained (disaggregated by gender)	LA	Bi-annual

strategies in Place	Preparation of Revenue Mobilisation Concept Papers	1 revenue mobilisation concept paper					# of revenue mobilisation concept papers produced	LA	Annual
LA have adequate capacity to collect debts	Training of Debt Collectors	10 people	10 people	10 people	10 people	10 people	# of debt collectors trained (disaggregated by sex)	LA	Quarterly
	Design Digital Platforms to ease customer access and payments (Web-based and Mobile)	2 tools					# of digital platforms designed; % of customers who pay online	LA	Bi-annual
	Partner with Bailiffs for Debt Collection	3 bailiffs					# of bailiffs partners	LA	Bi-annual
Promote and improve revenue collection awareness	Design Revenue Database for Own Source Revenue	1 OSR D/base					# of revenue database designed	LA	Annual
	Design and deploy Digital Payment Platforms	2 apps					# of digital payment platforms designed; # of digital payment platforms deployed; % of customers who pay online	LA	Bi-annual

							Indicator	Sources of Information	Frequency
Objective	Improve road infrastructure and accessibility within the region by 2025						% of travel time reduced within the region	LA/RDA	Annual
Strategies	Programme	Target Yr 1	Target Yr 2	Target Yr 3	Target Yr 4	Target Yr 5			
The LA to facilitate the upgrading 332km of M and D roads to bitumen standard	Conduct meetings with RDA and Traditional Leaders	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; % of participants as a proportion of planned number	LA/RDA	Bi-annual
	Sensitisation of the local communities	3 events	3 events	3 events	3 events	3 events	# of events held; % of target population who report increased awareness as a result of sensitisation events	LA/RDA	Bi-annual
	Reconnaissance, survey and mapping of road network	2 reports					# of reports produced	LA/RDA	Bi-annual
	Road construction with Bitumen	60km	60km	60km	60km	60km	KM of roads constructed	LA/RDA	Quarterly
Creation of 1,493km of feeder roads to	Conduct meetings with RDA, traditional leaders	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; % of participants as a	LA/RDA	Bi-annual

at least gravel standard							proportion of planned number		
	Sensitisation of the local communities	3 events	3 events	3 events	3 events	3 events	# of events held (disaggregated by district); % of target population who report increased awareness as a result of sensitisation events	LA/RDA	Bi-annual
	Reconnaissance, survey and mapping of road network	1 report		1 report			# of reports produced	LA/RDA	Bi-annual
	Feeder Road Construction	298km	298km	298km	298km	300km	KM of roads constructed	LA/RDA	Quarterly
The LA working with WARMA and other relevant stakeholders to facilitate for the improvement of water	Reconnaissance and assessment of existing dams for possible expansion and rehabilitation	1 report		1 report			# of reports produced	LA/WARMA	Annual
	Engagement of stakeholders such as ZEMA, Eastern Water, LA's and traditional leaders	2 meetings					# of meetings held; % of participants as a proportion of planned number	LA/WARMA	Bi-annual



supply the JIDP area by 2025	Sensitisation of the local communities on the upcoming project	3 events					# of events held (disaggregated by district); % of target population who report increased awareness as a result of sensitisation events	LA/WAR MA	Bi-annual
	Rehabilitation and expansion of existing dam	2	2	2	2	2	# of rehabilitation/expansion projects completed	LA/WAR MA	Bi-annual
	Construction of dams	2	2	2	2	2	# of new dams constructed	LA/WAR MA	Bi-annual
	Setting up of portable water kiosks	5 kiosks	5 kiosks	5 kiosks	5 kiosks	5 kiosks	# of portable water kiosks set-up (disaggregated by accessibility to vulnerable groups and women)	LA/WAR MA	Quarterly
	Sinking of boreholes in most in need areas	20 boreholes	20 boreholes	20 boreholes	20 boreholes	20 boreholes	# of boreholes (disaggregated by accessibility to vulnerable groups and women)	LA/WAR MA	Quarterly
	Establish water harvesting facilities in the region		2 sites	2 sites	2 sites	2 sites	# of water harvesting sites established (disaggregated by accessibility to vulnerable groups and women)	LA/WAR MA	Bi-annual

							Indicator	Sources of Information	Frequency
<b>Objective</b>	<b>Increase access to the region through promotion of air transport in the region by 2030</b>						# of individuals and # of cargo using new airport; # of visitors to the region	LA/NAC/Z RL	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
The LA working with Civil Aviation to ensure that air transport facilities are set up by 2030	Develop a financing plan for the proposed airport in Kasenengwa	1 plan					Financing plan developed	LA/NAC	Annual
	Identification/selection of financiers for the proposed airport		2 reports				# of reports produced with financiers identified and selected	LA/NAC	Bi-annual
	Preparation of designs for the airport	2 designs					# of designs for new airport	LA/NAC	Bi-annual
	Tendering of documents for the airport	1 tender document					Tender awarded	LA/NAC	Annual
	Construction of the airport runway	1km	2km	2km	2km	1km	KM of new airport runway constructed	LA/NAC	Bi-annual

	Preparation of LAP for airport and precinct	1 LAP					LAP produced	LA/NAC	Annual
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Improve linkages within the region and neighbouring districts by 2025</b>						# of access points across the region	LA/RDA	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
The LA working with RDA to ensure road network in the JIDP area is accessible and in a good condition	Develop a Joint Annual Roads Action Plan	1 plan					Joint Annual Roads Action Plan produced	LA/RDA	Annual
	Develop strategic road partnerships with the private sector	1 plan					Plan for strategic road partnerships with private sector produced	LA/RDA	Annual
	Construction of bridges	5 bridges	5 bridges	5 bridges	5 bridges	5 bridges	# of bridges constructed	LA/RDA	Quarterly
	Eliminate flood risk and landslides	2 mitigation actions	2 mitigation actions	2 mitigation actions	2 mitigation actions	2 mitigation actions	# of mitigation actions taken	LA/RDA	Bi-annual

	Make stormwater improvements	20km	40km	80km	160km	320km	KM improved	LA/RDA	Quarterly
The LA to promote rail infrastructure for passengers and goods in the region	Develop a Regional Rail Master Plan linked to existing railways	1 plan					Regional Rail Master Plan developed	LA/ZR	Annual
	Engage with ZR for the extension of the Mchinji Railways to Kasenengwa and Chipangali	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; % of participants as a proportion of planned number	LA/ZR	Bi-annual
	Construction of the rail line	10km	10km	10km	10km	10km	KM of rail line constructed	LA/ZR	Quarterly
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Improve learning outcomes and access to training at all levels in the IDP area by 2030</b>						% of pass rates in Grades 7, 9 and 12 (disaggregated by sex); % increase in score in Grades 7, 9 and 12 exams (disaggregated by sex); # of competency certificates issued	MoGE	Annual

Strategies	Programme	Target Yr 1	Target Yr 2	Target Yr 3	Target Yr 4	Target Yr 5			
Mobilising Traditional Leaders and communities to establish community schools	Conduct 30 sensitisation meetings with traditional leaders and communities	5 meetings	5 meetings	5 meetings	5 meetings	5 meetings	# of meetings held; % of target population who report increased awareness as a result of sensitisation meetings	MoGE	Quarterly
	Identification of targeted land for Community Schools	10ha	10ha	10ha	10ha	10ha	Hectares of land identified for Community Schools	MoGE	Quarterly
MOGE working the LAs to create a land use framework for schools in the JIDP Area	Prepare a Land Use Plan that will guide the physical/spatial distribution of schools	1 plan					Land Use Plan produced (with gender and inclusion issues disaggregated)	MoGE	Annual
	Preparation of site plans for all the schools	50 sites	50 sites	50 sites	50 sites	50 sites	# site plans prepared	MoGE	Quarterly
	Generation of popular version location maps for schools in the region	1 plan		1 plan			# of location plans created	MoGE	Annual

Creation of Satellite centres for Early Childhood Education (ECE)	Training of 300 volunteer caretakers	60 people	60 people	60 people	60 people	60 people	# of volunteer caretakers trained (disaggregated by sex)	MoGE	Quarterly
	Create 100 learning camps and reading corners	20 camps	20 camps	20 camps	20 camps	20 camps	# of camps established (disaggregated by learning and reading camps)	MoGE	Quarterly
	Procure and distribute ECE materials in schools	10 ECEs	10 ECEs	10 ECEs	10 ECEs	10 ECEs	# of new schools receiving ECE materials	MoGE	Bi-annual
	ZANIS to conduct community campaigns on ECE	4 events	4 events	4 events	4 events	4 events	# of events conducted on ECE	MoGE/ZA NISS	Quarterly
Increase the number of education facilities	Develop a Regional School Development Advocacy Strategy	1 strategy					Startegy developed	MoGE	Annual
	Lobby NGOs, private sector and local partners for the construction and upgrading of schools	2 events					# of events conducted	MoGE	Bi-annual
		5 schools	4 schools	4 schools	4 schools	4 schools		MoGE	Quarterly

	Construction of 21 schools						# of schools constructed (disaggregated by hard-to-reach areas)		
	Upgrading of schools	3 schools	3 schools	3 schools	3 schools	3 schools	# of schools upgraded (disaggregated by hard-to-reach areas)	MoGE	Bi-annual
Integrate alternative means of education ICTs and (e-learning)	Train 300 teachers in ICT	60 teachers	60 teachers	60 teachers	60 teachers	60 teachers	# of teachers trained (disaggregated by sex, school, and area)	MoGE	Quarterly
	Provide ICT equipment	30 ICT equipments	30 ICT equipments	30 ICT equipments	30 ICT equipments	30 ICT equipments	# of ICT equipment rolled-out to schools	MoGE	Quarterly
	Develop digital content for schools (using local language)	3 products		3 products		3 products	# of digital content products developed (disaggregated by local language)	MoGE	Bi-annual
Develop a Schools Performance monitoring and evaluation plan	Conduct regular school monitoring visits	2 visit reports	2 visit reports	2 visit reports	2 visit reports	2 visit reports	# of monitoring visit reports produced	MoGE	Bi-annual
	Draft Wi-Fi and broadband strategic policy for E-learning and implement	1 policy		1 policy			Policy developed	MoGE	Annual

	Roll out internet to all schools in the region	40 schools	40 schools	40 schools	40 schools	40 schools	# of schools with internet access (disaggregated by area)	MoGE	Quarterly
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Increase access to primary health care to 80% in the region by 2025</b>						% reduction in disease burden (disaggregated by disease type and by sex); # of out-patients (disaggregated by sex)	MoH	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
Increase the number of education facilities	Construction of 17 health facilities (2 General Hospitals + 15 Health Centres)	3 health facilities	3 health facilities	3 health facilities	4 health facilities	4 health facilities	# of health facilities constructed (disaggregated by General Hospitals and Health Centres)	MoH	Quarterly
Deployment of trained personnel	Deploy 2,000 teachers and 1,000 medical personnel in Health Centres respectively	200 staff	200 staff	200 staff	200 staff	200 staff	# of staff deployed (disaggregated by teachers and medical personnel)	MoH	Quarterly
		1 plan					Land Use Plan prepared	LA	Annual



The LA to facilitate for the mapping and securing of land for health facilities	Prepare a Land Use Plan that will guide the physical/spatial distribution of health facilities								
	Preparation of site plans for all the health facilities in the region	10 sites	10 sites	10 sites	10 sites	10 sites	# of site plans prepared	MoH	Quarterly
The LA working with MoH to improve access to Youth Friendly Health Services by 2022	Develop a local and culturally sensitive strategy to address early marriages and teenage pregnancy	1 strategy					Strategy developed	MoH	Annual
	Set-up health-friendly corners in all health centres	10 FYC	10 FYC	10 FYC	10 FYC	10 FYC	# of health-friendly corners established	MoH	Quarterly
	Conduct bi-annual road shows on teenage pregnancy and early marriage	4 shows	4 shows	4 shows	4 shows	4 shows	# of road shows conducted	MoH	Quarterly
		4 shows	4 shows	4 shows	4 shows	4 shows		MoH	Quarterly

	Conduct regular radio shows on teenage pregnancy and early marriages						# of radio shows conducted		
	ZANIS to carry out campaigns in all the districts	2 events	2 events	2 events	2 events	2 events	# of events carried out (disaggregated by district)	MoH	Bi-annual
The LA working with MoH to ensure the region has strengthened health systems to manage the Covid-19 by 2022	Covid-19 isolation centres identified in all the districts	3 sites		3 sites			# of Covid-19 centres identified (i.e. centres used to treat Covid-19)	LA	Bi-annual
	Conduct Covid-19 campaigns to promote hygiene behaviour	12 events	12 events	12 events	12 events	12 events	# of campaigns conducted; % of target population who report improved hygiene behaviour as a result of campaigns	LA	Monthly
	Set-up public screening sites in all trading places and strategic locations	1 site	2 sites				# of public screening sites established; # of people screened for Covid-19 per day	MoH	Annual
	Provide Personal Protective Equipment (PPE) to all health	1000 staff	1000 staff	1000 staff	1000 staff	1000 staff	# number of health personnel receiving PPE	MoH	Quarterly

	personnel and health centres								
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Eliminate bikes and pedestrians' fatalities multi modal transport planning by 2030</b>						# of road traffic accidents; # of road traffic fatalities	RTSA/ZP	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
The LA working with RDA and RTSA to ensure that road users are safe from all forms of fatalities on the roads	Installation of road signs in appropriate languages and symbols	2 sites	2 sites	2 sites	2 sites	2 sites	# of sites with new road signs installed (disaggregated by languages)	RTSA	Bi-annual
	Install traffic calming systems at strategic crossing points and junctions	2 sites	2 sites	2 sites	2 sites	2 sites	# of sites with traffic calming systems installed	RTSA/LA	Bi-annual
	Rehabilitation of sidewalks for bicycles	5 km	5 km	5 km	5 km	5 km	KM of sidewalks rehabilitated for bicycles	RDA/LA	Quarterly

	Expansion of sidewalks to accommodate more pedestrians in light of social distancing	10 km	10 km	10 km	10 km	10 km	KM of sidewalks expanded	RDA/LA	Quarterly
	Provision of sidewalks on all roads in the district that currently do not have sidewalks	15 km	15 km	15 km	15 km	15 km	KM of new sidewalks built	RDA/LA	Quarterly

Figure 41: The Implementation Plan

**9.7 Development Policy 4: By 2030, strengthen the regional economy through economic diversification and value addition**

							Indicator	Sources of Information	Frequency
<b>Objective</b>	<b>Establish a One Shop Window for investment and business registration operations by 2025</b>						# of business registrations (disaggregated by women-owned businesses)	LA/PACRA	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
Create an enabling environment for Businesses to setup and operate in the JIDP Rea by 2022	Develop a Trade and Investment Promotion Strategy	1 strategy					1 Strategy developed	LA	Annual
	Develop an Economic Growth and Development Strategy		1 strategy				1 Strategy developed	LA	Annual
	Prepare a “How to Do Business” toolkit that reduces red tape and possible unnecessary bureaucracy	1 toolkit					1 Toolkit developed	LA	Annual
								LA/PACRA	Annual

	Setup a One-Stop-Shop for all business registrations in the region		1 One-Stop-Shop				1 One-Stop-Shop developed		
	Develop e-based business permitting systems for local licenses and taxes	1 system					1 System developed	LA/ZRA	Annual
	Roll out e-based business platforms for business permits, renewals and applications	2 events	2 events	2 events	2 events	2 events	# of events conducted; # of users who adopted the platforms (disaggregated by platform-type)	LA	Bi-annual
	Conduct sensitisation meetings on the effective use of e-platforms	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	# of meetings held; % of target population who report increased awareness as a result of sensitisation meetings	LA	Quarterly
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Attract at least 10% of FDI inflows into Zambia to the region through establishment of trade infrastructure and services by 2030</b>						% of FDI in the region	ZDA	Annual

Strategies	Programme	Target Yr 1	Target Yr 2	Target Yr 3	Target Yr 4	Target Yr 5			
Ensure that the region has appropriate infrastructure to support trade and commerce	Identify Local Areas Plans to be zoned as Economic Zones	3 sites		3 sites		3 sites	# of sites identified as Economic Zones	LA & MCTI	Bi-annual
	Secure land through planning agreements, joint venture or through conversion	250ha		250ha		250ha	Hectares of land secured	LA & MLENR	Quarterly
	Shortlist private sector joint venture partners to manage the Economic Zones	5 PPPs		5 PPPs		5 PPPs	# of PPPs	LA	Quarterly
	Develop an Investment Guide for the region in form of a booklet	1 Booklet					Booklet developed	LA & ZDA	Annual
	Establish and deliver on initiatives to attract young highly skilled individuals to the JIDP area	1 strategy		1 strategy reviewed (and revised accordingly )		1 strategy reviewed (and revised accordingly )	Stratgey developed; % of skilled youth labour force per economic sector	LA & MYS	Annual
	Conduct Investment Expo to showcase potentials in the region		1 Expo		1 Expo		# of Expos established	LA/ZDA/MCTI	Annual

	Establish investment incentives to attract technology start-ups	1 package		1 package			Package developed; # of technology start-ups established	LA & MCTI	Annual
	Conduct meetings with Zambia Police on improving security in the region	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	# of meetings conducted	Zambia Police	Quarterly
The LAs and the Eastern Province Planning Authority (EPPA) to ensure that Urban Planning is Well coordinated and building standards set by 2021	Conduct a Land Audit Report and share the findings with the general public	1 report					Land Audit Report prepared and shared with general public	LA	Annual
	Prepare status reports on Land Use in the Region	1 report					# of status reports prepared	LA	Annual
	Develop Web GIS Applications of the region	1 web App			1 web App		# of web GIS Apps developed	LA	Annual
	Prepare building code and approval system for all developments in the region	1 building code and approval system					Building code and approval system prepared	LA	Annual
			1 system					LA	Annual



	Develop an electronic permitting system for planning permission						Electronic permitting system rolled-out; # of building permits issued per year		
	Development control - compliance visits by LAs	20 trips	20 trips	20 trips	20 trips	20 trips	# of trips completed; # of enforcement notices issued	LA/EPPA	Quarterly
	Update the Regional Building Code		1 code				Regional Building Code updated	LA/EPPA	Annual
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Promote sustainable industry practices in the tourism sector by 2025</b>						# of local businesses participating in tourism sector	LA/Zambian Tourism Board/Chamber of Commerce	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
Upgrade the existing infrastructure	Identification and mapping of existing tourist and heritage sites	5 sites	5 sites	5 sites	5 sites	5 sites	# of sites identified and mapped	LA/NHCC	Quarterly

e and heritage sites in the tourism sector in the JIDP area	Engagement of Investors and stakeholders	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; # of investors engaged	LA/NHCC	Bi-annual
	Rehabilitation of tourist attractions and heritage sites that have not been well managed and explored	5 sites	5 sites	5 sites	5 sites	5 sites	# of sites rehabilitated	LA/NHCC	Quarterly
	Advertisement for investment in infrastructure supporting the identified heritage and tourist sites	4 adverts	4 adverts	4 adverts	4 adverts	4 adverts	# of adverts delivered	LA/NHCC	Quarterly
	Sensitisation of the locals on the importance of preserving the heritage and tourist sites	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; % of target population who report increased awareness as a result of sensitisation meetings	LA/NHCC	Bi-annual
Capacity building in processing and branding	Training of local entrepreneurs	50 SMEs	50 SMEs	50 SMEs	50 SMEs	50 SMEs	# of SMEs trained (local entrepreneurs disaggregated by sex)	MCTI	Quarterly

of local products	Develop an incentives package for local processing businesses	1 package		1 package		1 package	Incentives package developed; # of value-addition products sold in the JIDP region	Chamber of Commerce	Annual
	Conduct annual conference for local entrepreneurs	1 event	1 event	1 event	1 event	1 event	# of annual conferences held; # of participants (disaggregated by sex)	Chamber of Commerce	Annual
Strengthen partnerships with all major economic contributors	Nurture key clusters of producers, suppliers, customers and services	10 firms	10 firms	10 firms	10 firms	10 firms	# of firms/businesses registered as a result of funding; # of jobs created by the firms	Chamber of Commerce	Quarterly
Develop new tourism routes connecting and promoting current offerings and expand the tourism	Development of a tourism map that can be published and distributed	1 map					Tourism map produced and distributed	LA	Annual
	Design and implement a program to encourage local residents to visit local tourism attractions	1 program		1 program		1 program	Program designed and implemented; # of local tourists visiting sites	LA/Chamber of Commerce	Annual

product offering									
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Create Industrial Parks and Economic Zones in the region by 2025</b>						# of Industrial Parks and Economic Zones; # of new manufacturing industries established	ZDA/MCTI	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
The LA working with ZDA and MCTI to facilitate the Setting up of processing plants for tobacco, cotton,	Mapping of existing farming areas in order to strategically site locations of the processing plants	3 reports		3 reports			# of reports produced mapping existing farming areas	LA/MCTI	Bi-annual
	Engagement of the investors and stakeholders on the benefits and opportunities	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; # of investors engaged	LA/ZDA	Bi-annual

maize, groundnuts by 2023	Sensitisation of the communities on the possible locations for the plants	2 meetings	2 meetings	2 meetings	2 meetings	2 meetings	# of meetings held; % of target population who report increased awareness as a result of sensitisation meetings	LA	Bi-annual
	Construction of 4 processing plants in the JIDP area		1 plant	1 plant	1 plant	1 plant	# of processing plants constructed	LA	Annual
	Develop an Investor's Guide to investing in the region	1 booklet					Investor's Guide developed	LA/ZDA	Annual
	Develop a Standard Approval System for rating all businesses in the Economic Zones		1 system				Stand Approval System developed	LA	Annual
							<b>Indicator</b>	<b>Sources of Information</b>	<b>Frequency</b>
<b>Objective</b>	<b>Eliminate informality through town planning and enforcement of building standards by 2030</b>						% of new buildings meeting minimum health conditions	LA/EPPA	Annual

Strategies	Programme	Target Yr 1	Target Yr 2	Target Yr 3	Target Yr 4	Target Yr 5			
Government networking and engaging with stakeholders for technical and financial assistance	Conduct baseline survey on council service	1 report					Report produced with results from survey	LA	Annual
Ensure JIDP LAs have digital payment platforms	Setup Local Area Networks (LAN) for all key LA Departments	3 LANS					# of Councils with LAN; # of LA Departments linked-up to the LAN	LA	Bi-annual
	Develop a mobile app for revenue collection		1 App				Revenue collection Mobile App developed	LA	Annual
Promote and improve revenue collection awareness	Training of 100 Revenue Collectors	50 officers		50 officers			# of officers trained (disaggregated by sex)	LA	Quarterly

Figure 41: The Implementation Plan

**9.8 Development Policy 5: By 2030, achieve sustainable access to natural resources through environmental protection and conservation**

							Indicator	Sources of Information	Frequency
<b>Objective</b>	<b>Eliminate forest encroachments in the JIDP area by 2030</b>						Hectares of land and hectares of forest protected per year; % of hectares (land and forest) conserved; % of hectares (land and forest) restored	Forest Department/MLENR/UN	Annual
<b>Strategies</b>	<b>Programme</b>	<b>Target Yr 1</b>	<b>Target Yr 2</b>	<b>Target Yr 3</b>	<b>Target Yr 4</b>	<b>Target Yr 5</b>			
Containment of all forest reserves in the JIDP area	Sensitisation of the communities surrounding the forest reserves	4 meetings	4 meetings	4 meetings	4 meetings	4 meetings	# of meetings held; % of target population who report increased awareness as a result of sensitisation meetings	MLENR	Quarterly
	Boundary clearing and beacon	2 forests	2 forests	2 forests	2 forests	2 forests	# of forest reserves with boundary clearing	MLENR	Bi-annual

	erection in the forest reserves in the JIDP area						and beacons erected		
	Fencing of all aquifers in the JIDP Area	3 acquifers	3 acquifers	3 acquifers	3 acquifers	3 acquifers	# of acquifers fenced	MLENR	Bi-annual
	Design and implement awareness programmes for conservation of natural assets and wildlife	1 awareness programme	1 awareness programme	1 awareness programme	1 awareness programme	1 awareness programme	# of awareness programmes	MLENR	Annual
The Forestry Department working with communities to increase the land covered by trees by 2025	Develop Tree Planting Program	1 program					Program developed	MLENR	Annual
	Roll out Tree Planting Program to schools and Governmen	40 schools	40 schools	40 schools	40 schools	40 schools	# of schools reached through the Tree Planing Program	MLENR	Quarterly



	t Departmen ts								
	Set-up Tree Nurseries in all the districts	2 nurseries	2 nurseries	2 nurseries	2 nurseries	2 nurseries	# of tree nurseries set-up in districts (disaggregated by district)	MLENR	Bi-annual
	Recruit and train Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	2 Community Forest Committees	# of Community Forest Committees; % of forest protected	MLENR	Bi-annual
Strengthen Forest Management Practices in the region	Conduct forest patrols	12 visits	12 visits	12 visits	12 visits	12 visits	# of forest patrols conducted	MLENR	Monthly
	Recruit and deploy Forest Rangers	15 rangers	15 rangers	15 rangers	15 rangers	15 rangers	# of rangers recruited (disaggregated by sex)	MLENR	Monthly
	Training of households in sustainable forest use	1000 h/holds	1000 h/holds	1000 h/holds	1000 h/holds	1000 h/holds	# of households trained (disaggregated by sex)	MLENR	Monthly
		2 forests	2 forests	2 forests	2 forests	2 forests		MLENR	Bi-annual

	Set-up community forests						# of community forests established		
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## **PART FOUR**

### **CONCLUSIONS**

## 10. CONCLUSIONS

The preparation of an IDP is a legal requirement provided for in the Urban and Regional Planning Act of 2015 of the Laws of Zambia. The JIDP for Chipata, Chipangali, and Kasenengwa was a response to addressing structural imbalances in the region. Due to economic decline, inadequate opportunities to enable meaningful social transformation and environmental protection, and the inadequacy of a strategic planning and development framework, which resulted in ad hoc implementation of projects in the three districts. The JIDP was also prepared to improve the efficiency of Local Authorities and other devolved service delivery institutions.

Throughout the JIDP preparatory process, references were made to MLG IDP Guidelines (and suggested formats), and to relevant GRZ legislation, national plans, policies and programmes (e.g. Vision 2030, 7NDP and MTEF) as well as to international conventions and protocols for sustainable development.

The overall approach to and methodology for JIDP preparatory work was highly participatory, as it involved broad-based consultations with communities, local chiefs, civic and traditional leaders, the business community (e.g. Chipata Chamber of Commerce and Industry and the powerful Moslem Community), Government Ministries, Departments and Agencies, CSOs, Special Interest Groups (e.g. Market Associations, Associations for PLWDs etc.) and private sector organisations (e.g. COMACO). Moreover, CIGZambia and ZIFLP, which are development cooperation programmes funded by FCDO and the World Bank, respectively, provided technical assistance support and funding for JIDP preparatory activities and report writing.

The core development issues identified in the JIDP consultative process are mainly related to infrastructure, amenities and social services, economic development, and the environment. Of note are frequent (electricity) load shedding, feeder roads and access to urban markets and trading places, livestock (and irrigation) infrastructure, access to primary health care, long distances to schools and high prevalence of teenage pregnancies. Other core issues were water supply, waste management, urban planning, burial sites, effects of climate change on crops, encroachment of forests, deforestation and soil erosion, and water pollution. Access to finance and land, Council revenue base, business processes and permits, and business practices of multinational corporations were among the core issues affecting the economic development in the JIDP area.

On the basis of the core issues, a development vision for the JIDP area was formulated which in part reads: *“A well planned, green and productive regional trade hub with inclusive social amenities, decentralised participatory governance system and resilient infrastructure by 2030”*. Development Policies, objectives and strategies were formulated and validated, and an IDP developed.

Priority areas of interventions were then identified as increasing agricultural productivity, and access to affordable and renewable energy; promoting multi-modal mobility and developing public transport infrastructure, strengthening the regional economy through economic diversification and value addition and ensuring sustainable access to natural resources through environmental protection and conservation. It was further resolved that the priority areas would be aligned to the five pillars of the Seventh National Development Plan and subsequent plans for ease of budgeting, monitoring and evaluation of JIDP.

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## 12. APPENDICES

### Appendix 1: District roads in the JIDP area

Main District Roads in Chipata District of Eastern Province					
S/N	Name of road	Condition of road	Intervention required	Significance of road	Major facilities the road connects
1	Great East Road T4	Bituminous road in good condition. Certain sections of the road surface bleeding.	The road is in good condition. requires continuous maintenance in patching developing potholes and routine road marking	Connects Lusaka, Eastern Provinces up to Malawi	Schools, Trading Centers, Hospitals, Bus stations etc.
2	Lundazi Road M12	Road in poor state with many potholes on road surface. Road undergoing rehabilitation.	Road Rehabilitation	Connects Chipata, Chipangali and Lundazi Districts	Schools, Trading Centers, Hospitals, Bus stations etc.
3	Chipata-Mfuwe Rd D104	Road in fairly good condition with some potholes on road surface. Road surface has depressions due to poor asphalt overlay.	Road rehabilitation	Connects Chipata, Kasenengwa, Chipangali and Mambwe Districts	Schools, Trading Centers, Hospitals, Bus stations etc.
4	Chadiza Road D128	Gravel road in poor state. Damaged hydraulic structures, depressions and potholes on road surface and difficult to use especially during the rainy season.	Upgrading to Bituminous Standard	Connects Chipata and Chadiza Districts	Schools, Trading Centers, Hospitals, Bus stations etc.



5	T4-Chiwoko road D124	Road undergoing rehabilitation. Accessible to motorists.	Upgrading Bituminous Standard to	Connects Chipata and Kasenengwa Districts	Schools, Trading Centers, Hospitals, Bus stations etc.
6	D404 (Kazimule Chankhozi)	Road undergoing rehabilitation. Accessible to motorists.	Upgrading Bituminous Standard to	Connects Chipata and Chadiza Districts	Schools, Trading Centers, Hospitals, Farmlands etc.
7	Katete-Kazimule D125	Gravel road in poor state, becomes impassable during heavy outpour of the rains. A section of the road currently undergoing rehabilitation.	Upgrading Bituminous Standard to	Connects Chipata and Katete Districts	Schools, Trading Centers, Hospitals, Bus stations etc.
8	Magwero road D131	Part of the road tarred and in good condition. 14km of the rest of the road in gravel state, with damaged hydraulic structures. Becomes slippery during rainy season.	Upgrading Bituminous Standard to	Link from T4 to Magwero school of the Blind and surrounding areas.	Schools, Trading Centers, Hospitals, Farmlands etc.
9	Chipata-Apollo D121	Gravel road in fairly good state. Becomes slippery during rainy season for motorists to use.	Upgrading Bituminous Standard to	Link from T4 to Luthembwe Farm Block	Schools, Trading Centers, Hospitals, Bus stations etc.
10	Chipata – Vubwi Road D123	Gravel road in poor state. Damaged hydraulic structures, depressions and potholes on road surface and difficult to use	Upgrading Bituminous Standard to	Connects Chipata and Vubwi districts. In the current state it takes 2 hours driving when it can only take 45 minutes when improved	. Schools, Trading Centers, Hospitals, Bus stations etc.

		especially during the rainy season.		to bituminous standard.	
11	D578 Chiparabiba Mzoole road		Upgrading to Bituminous Standard		Schools, Trading Centers, Hospitals, Farmlands etc.
12	Chipata- Msoro D123	Road currently undergoing rehabilitation, though becomes flooded during rainy season, making it difficult for motorists to pass.	Upgrading to Bituminous Standard	Leads to newly constructed ZNBC studio and also Kasenengwa to Chipata	Schools, Trading Centers, Hospitals, Farmlands etc.
13	T4-Chigwe moza D129		Upgrading to Bituminous Standard		Schools, Trading Centers, Hospitals, Farmlands etc.

## Appendix 2: Urban roads in the JIDP area

Urban Roads in Chipata District					
S/ N	Name of road	Status of road	Intervention	Significance of road	Major facilities the road connects
1	Pererenyat wa (500meters )	Road is accessible to motorists in spite of visibility of potholes on some	Rehabilitation of urban road in Chipata District	connects some major centers	Banks, the Great East mall, Medical stores
2	Luangwa (400 meters)	The road is accessible to motorists in spite of deterioration due to age as the road shoulders are eaten up with development of Potholes.	Rehabilitation of urban road in Chipata District	connects some major centers	Post office and Civic center
3	Omelo Mumba (900 meters)	Road surface almost completely worn off	Rehabilitation of urban road in Chipata District	connects some major centers	Major link to the Central Business District

4	Chipata Day (500 meters)	Road in good condition in spite of potholes on some sections, and side drain system.	Rehabilitation of urban road in Chipata District	connects some major centers	Chipata Day School, Kapata Market and Bus Station
5	Mpezeni Park (1000 meters)	Road is passable to motorist in spite of existence of potholes and poor road drainage system.	Rehabilitation of urban road in Chipata District	connects some major centers	Cemetery and Churches
6	Chibweta (300 meters)		Rehabilitation of urban road in Chipata District	connects some major centers	Nadalitsika School
7	Hospital (1500 meters)	Road is good condition, in spite of road shoulders progressively wearing due to poor drainage system.	Rehabilitation of urban road in Chipata District	connects some major centers	Hillside School, DEBS Offices and Central Hospital
8	Church (1200 meters)	Road has serious potholes on road surface and worn off shoulders.	Rehabilitation of urban road in Chipata District	connects some major centers	Luangwa House, Shopping Malls and Market

9	Obote (800 meters)	Road is in good condition in spite of existence of potholes on some section and silting of road surface and hydraulic structures.	Rehabilitation of urban road in Chipata District	connects some major centers	Zambia Sugar and Chesher Homes
10	Kombe (2300 meters)	Road in good condition	Rehabilitation of urban road in Chipata District	connects some major centers	University Of Zambia and Radio Breeze
11	St. Annes (2300 meters)	Road in good condition	Rehabilitation of urban road in Chipata District	connects some major centers	St. Anns School and Churches
12	Jonathan (300 meters)	Road has potholes with a surface which is progressively wearing off.	Rehabilitation of urban road in Chipata District	connects some major centers	Zesco Regional offices
13	Nkwame Nkhruma (600 meters)	Road shoulders progressively wearing off with existence of some potholes.	Rehabilitation of urban road in Chipata District	connects some major centers	Council, Eastern water and Zesco Workshops

14	Kanjala Drive (1700 meters)	Road in good condition with existence of some potholes.	Rehabilitation of urban road in Chipata District	connects some major centers	Kanjala School
15	Kalongwezi (500 meters)	Road in good condition.	Rehabilitation of urban road in Chipata District	connects some major centers	Dreams and Choose Water(Company)
16	Presidential (700 meters)	Road passable and accessible to motorists in spite of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Luangua and Nyanfinzi Guest House
17	Ufulu (600 meters)	Road passable and accessible to motorists in spite of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Plan International(NGO)
18	Independence Avenue (400 meters)	Road passable and accessible to motorists in spite of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Plan International(NGO)

19	Kwacha (2200 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Plan International(NGO)
20	DK (2700 meters)	Road in poor state as most sections of the road surface, and shoulders have been worn off.	Rehabilitation of urban road in Chipata District	connects some major centers	Dk Stadium and Jemita Guest House
21	Muzipasi (600 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Houses
22	Mchini (4200 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Chipata College Of Education

23	Katopola (1700 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Churches and Katopola School  I
24	Nabvutika (500 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Eastern Park School
25	Chimwemwe loop (400 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Shops, Churches and Houses



26	Diwa (900 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Houses
27	Chongololo – Downshops (900 meters)	Road passable to motorists though most sections are in gravel state.	Rehabilitation of urban road in Chipata District	connects some major centers	Chongololo School
28	Lunkhwak wa (1000 meters)	Road in poor state with potholes and shoulders wearing off.	Rehabilitation of urban road in Chipata District	connects some major centers	Cavmont Bank and Shops( Business area)
29	Jolajo (300 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Sable Contractors Limited.

30	Nasser (1000 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation of urban road in Chipata District	connects some major centers	Mosque and Shops
31	Mphoyo 1 (600 meters)	Road passable and accessible to motorists though in deplorable state of existence of existence of potholes and poor drainage system	Rehabilitation of urban road in Chipata District	connects some major centers	Kingdom Hall and Houses
32	Kapata Avenue (500 meters)	Road passable and accessible to motorists in spite of existence of existence of potholes on road surface.	Rehabilitation and upgrading of the road in Chipata District	connects some major centers	Anglican Church and Lunkwakwa School

33	OPD – Mortuary (400 meters)	Road in gravel state. Becomes impassable during rainy season.	Upgrading to bituminous standard in Chipata District	connects some major centers	Mortuary
34	Tamara (600 meters)	Road in gravel state with encroachment by shop owners and poor drainage system. Becomes difficult to access during rainy season.	Upgrading to bituminous standard in Chipata District	connects some major centers	Shops
35	Chinjala (1100 meters)	Road in gravel state with gullies on road surface. Becomes completely impassable during rainy season.	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses
36	Chipata TV area (1200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Chipata TV Station

37	Trinity/ Bluegums (600 meters)	Earth Road poor state with encroachmen ts. Road needs opening up.	Upgrading to bituminous standard in Chipata District	connects some major centers	Churches and Houses
38	Jere (700 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses
39	Kenyatta (800 meters)	Road passable and accessible to motorists in spite of existence of potholes on road surface.	Upgrading to bituminous standard in Chipata District	connects some major centers	kanjala School

40	Sangulukan i (250 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Shops, Kapata Clinic and Houses
41	Hollywood (5500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses and Dreams(NGO)
42	Zulu and Sons (300 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses
43	Top one (1200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses

		difficult for motorists.			
44	Comesa (1200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Trading Shops and Churches
45	Lunkhuswe (300 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses
46	Chachacha (300 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Zambia Forest Dept offices

47	Lutembwe (1800 meters)		Upgrading to bituminous standard in Chipata District	connects some major centers	Houses, Jemita Guest House and DK Stadium
48	Nyi mba (800 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Houses and Guest House
49	Joy Motel (1500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects houses	Houses
50	Motel West (1100 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects some major centers	Warehouse and Zambia Wildlife Authority Office

51	Dyakanani (800 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects houses	Houses
52	Chikwa – Kalongwezi (600 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects houses	Houses



53	T4-Mosque-Moth (1200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects some facilities	Mosque and Chipata Guest House
54	Eastrise (2200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects houses	Houses

55	Mtiridzi (200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects facilities	some	Drilling Company
56	Kanyanja (450 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects facilities	some	Houses, Drilling Company and Guest House

57	Dam view (1500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects houses	Houses and Saint Betty School
58	Hillsview (3000 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects some facilities	Mafuta Company warehouses  Beer and

59	St. Monica's School pass (12000 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists.	Upgrading to bituminous standard in Chipata District	connects facilities some	St. Monica's School
60	Magazine Market (1200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects facilities some	Magazine Market

61	Mchini Cemetery (800 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	connects some facilities	Cemetery, Houses and Church
62	Mzabwela Cemetery (1800 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	Cemetery

63	Musafunse (900 meters)	Road in good condition and accessible to motorists inspite of existence of some potholes on road surface.	Upgrading to bituminous standard in Chipata District	means of transportation	Cheshier Homes and Radio Maria
64	New Magwero- Highlands (2000 meters)	Road in good condition	Upgrading to bituminous standard in Chipata District	means of transportation	Houses and Chipata Trades
65	Mary Mother of God (700 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Mary Mother of God Parish

66	Cultural Village (500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existing road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	Cultural village and houses
67	Kalongola Site and Service (1200 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	NGO and houses

68	Chitalu (800 meters)	Road in a gravel state with some potholes, becomes slippery during the rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	Houses
69	Mchenga (1500 meters)	Road in a gravel state with some potholes, becomes slippery during the rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	Houses and Zamleaf(Tobacco Company)



70	FRA (Mashlands) (2000 meters)	Gravel road in good state. Becomes slippery during rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	FRA Storage Sheds and Tobacco Board of Zambia
71	T4-Mafuta-T4 (Undi) (1800 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Mafuta Beer and Company warehouses
72	Nyati (700 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Cemetery and Houses
73	Beit/Anoya Zulu (1200 meters)	Tarred road in good state inspite of existence of some potholes on road surface.	Upgrading to bituminous standard in Chipata District	means of transportation	Old Beit Stadium
74	Chikwa (600 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Shops and Houses
75	Kamungu (600 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Shops

76	Pine View East (Crown Hill) (500 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Pine Guesthouse and view and Houses
77	Kapata /CR Station (4000 m <sup>2</sup> )	Surface pavement in acceptable condition, in spite of some potholes and wear due to time.	Upgrading to bituminous standard in Chipata District	means of transportation	CR station
78	Barclays Square (1000 m <sup>2</sup> )	Surface pavement in poor some potholes, and most sections worn with time.	Upgrading to bituminous standard in Chipata District	means of transportation	Barclays Bank and Old Civic Center
79	Industrial area (500 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Industries
80	Messengers – Rombado (3500 meters)	Gravel road in poor state especially during the rainy season.	Upgrading to bituminous standard in Chipata District	means of transportation	Total Filling Station
81	Aslot (3500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges	upgrading to bituminous standard in Chipata District	means of transportation	Aslot Mosque, Houses, Farms.

		of existent road carriageway			
82	Mlanga (18,500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Chifunga School and Mlanga Health Post
83	Chief Undi (Mnukwa) (10,000 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Palace of Chief Undi

84	T4 – Madzimawe (4,500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	Madzimawe School
85	Kapata Bus Station (1100 meters)	Road in poor state with potholes and poor drainage system.	Upgrading to bituminous standard in Chipata District	means transportation of	Kapata Bus Station and Kapata Market
86	Chisokone (700 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means transportation of	Houses
87	Mthilasembe (1300 meters)	Road in good state inspite of existence of potholes on road surface.	Upgrading to bituminous standard in Chipata District	means transportation of	Houses

88	Vitupa (300 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportati on	Houses
89	Wilizi (400 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportati on	Houses

90	New Apostolic (500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Church
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91	Nadalitsika	Road in poor state with potholes and worn off shoulders, and poor drainage system.	Upgrading to bituminous standard in Chipata District	means of transportation	Nadalitsika School, Nadalisika market, Catholic church.
92	Kalongwezi Extension Streets (1750 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Houses

93	Walela (1300 meters)	Road in gravel state with some potholes and damaged hydraulic structures, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Schools (Chizongwe and Walela) and Houses
94	Moth East – Magwero (2500 meters)	Road in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Houses

95	Referendum Area (2500 meters)	Roads in gravel state with some potholes, becomes slippery during rainy season, making it difficult for motorists. Most structures built on edges of existent road carriageway	Upgrading to bituminous standard in Chipata District	means of transportation	Shops and Houses
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Urban Roads to Be Constructed in Kasenengwa District of Eastern Province					
S/N	Name of road	Status of road	Intervention	Significance of road	Major facilities the road connects
1	Chiparamba turn off to give way to Chief Mshoro's palace - 20km	Currently under construction. Contractor actively on site	Upgrade to bituminous standard	Connects Mfuwe road to the Chief Mshoro palace and the Civic centre and National Assembly	Civics centre, Nation Assembly, Palace, Clinics and Devolved ministry
2	Chikwoko-Chongo - 45km	Currently under construction. Contractor actively on site	Upgrade to bituminous standard	Connects Great East Road to Msoro Road	Clinics, schools , agriculture camps
3	Madzimoyo Road -15km	Currently under construction. Contractor actively on site	Upgrade to bituminous standard	Connects Great East Road to Chief Madzimoyo to Chikwoko-Chongo Road	Clinics, schools, Palace and Trading places



4	Mushekera Nyamayao-12.3km	Currently under construction. Contractor winding up to closure of contract	Upgrade to bituminous standard	Connecting to Kasenengwa Boarding and to Msoro Road	Clinics, schools, Palace and Trading places
5	Msoro Road	Currently under construction. Contractor actively on site	Upgrade to bituminous standard	Major road in Kasenengwa district connecting 5 ward in the district and to Mambwe	Clinics, schools, Palace and Trading places
6	Muducha Chamubobo	Currently under construction. Contractor actively on site	Periodic maintenance	Connecting major villages	Clinics, schools, Palace and Trading places

#### Urban Roads To Be Constructed In Chipangali District Of Eastern Province

S/N	Name of road	Status of road	Intervention	Significance of road	Major facilities the road connects
1	RD117 (Chitandika) Junction to M12 (Lundazi) Road) – 22km		Rehabilitation of the Urban road in Chipangali District.	Provides easy access to health, education, agriculture and social amenities. Improves on the road network in the District thus reducing the cost of transporting commercial and domestic commodities.	Education: Mafuta Primary, Chitandika Primary, Chikonka Primary, Zileo Primary Health: Mafuta Rural Health Post, Chitandika Rural Health Post Agriculture: Chitandika Farm Block, Mafuta Camp

2	RD116 to RD117 Junction (Chitandika) Mnukwa-Chinunda Road - 46km		Rehabilitation of the Urban road in Chipangali District	Connectivity of D104 (Airport road) to M12 (Lundazi road). Improves on the road network in the District thus reducing the cost of transporting commercial and domestic commodities.	Education: Nyaviombo P, Mnukwa Primary, Mnukwa Secondary, Lukhalo Primary, Muchule Primary, Chiziye Primary, Chiziye Secondary, Mwalauka P, Kapata Health: Mnukwa Rural Health Post, Chitandika Clinic, Mphawa Clinic, Chamoto Rural Health Post
3	RD266 via Saint Margret's to RD116 – 13.5km		Rehabilitation of the Urban road in Chipangali District	Provides easy access to Saint Margret's and Chiyabi School	Education: Saint Margret's Secondary, Chiyabi Primary
4	Chipangali – Lumezi road (M12)		Connectivity of Chipangali and Lumezi Districts	Education, health, agriculture, business facilities	Upgrade to bituminous.
5	Chipangali – Mambwe Road (D104-Airport) – 50Km		Connectivity of Chipangali, Kasenengwa and Mambwe Districts	Education, health, agriculture, business facilities	Upgrade to bituminous.

### Appendix 3: Feeder roads in the JIDP area

#### Status of Priority Feeder Roads – Chipata District

S/N	Name of road	Status of road	Significance of road	Major facilities the road connects	Intervention required
1	T4 via Shabati – Ngoche, Mgabi, Dambe Clinic, and Magwero road. (41.8 Kilometres)	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season.	Provides easy access to education, Health and agriculture amenities	Education: Magwero School of the blind, Dambe Primary Health: Dambe Clinic	Rehabilitation of feeder roads
2	D128 via Jenda Primary School, Kayeka Clinic, and Makwe road. (42 Kilometres)	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season.	Provides easy access to education and agriculture amenities, leads to route giving access to Chief Mpezeni's palace.	Education: Jenda Primary School, Nsingo Museum, Ntombimbi Primary school Health: Kayeka Clinic	Rehabilitation of feeder roads

3	T4 via Luthembwe farm block, Msekela Farming Institute, Chimoli, Mtowe village, Johabie – Taonga, Nyakutwa road. (64.8 Kilometres)	The roads are in poor status. The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season.	Provides easy access to education, Health and agriculture amenities	Education: Kauzu Primary Sch, Kanyanja Primary Sch, Taonga Primary sch, Nyakutwa Primary sch, Gonda Primary Sch, Msekela Primary Sch. St Monicas secondary Agriculture: Gondar Fisheries dam, Lutawo Paradise Electricity; Msekela substation Water: Apollo dam II, offices for EWSC	Rehabilitation of feeder roads
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4	D128 via Kalunga, Chikando, Kabele, Mphandika, village road (70 Kilometres)	The roads are in poor status. The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season.	Provides easy access to education and agriculture amenities	Education: Kalunga Primary sch, Kabele Primary sch Health: Chikando Clinic, Kalunga clinic	Rehabilitation of feeder roads
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#### Status of Feeder Roads – Chipangali District

S/N	Name of Road	Status of road	Significance of road	Major facilities the road connects	Intervention required
1	Sisinje School via Tafika-Chikokola Primary to D104 (Airport) Road	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Connectivity of Chipangali and Mambwe Districts	Education: Sisinje Primary, Tafika Primary, Chakokola Primary	Rehabilitation of feeder road in Chipangali District
2	. Mkanda Junction via Kasonjola School to Kambani Junction (M12) – 13.5km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to health and education amenities	Education: Mkanda Mateyo Primary, Kasonjola Primary, Kamkumba Community Health: Mkanda Clinic	Rehabilitation of feeder road in Chipangali District
3	Tamanda Junction via Kamtamanda Solar Plant to M12 – 25km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Tamanda Clinic and Kamtamanda Solar Plant	Education: Dzoole Primary, Tamanda Primary, Kachele Primary Health: Tamanda Clinic	Rehabilitation of feeder road in Chipangali District.

4	M12 Vizenge via Kaleza to M12 Loop – 17km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Kaleza Community School and connects to Lumezi District	Education: Kaleza Community School	Rehabilitation of feeder road in Chipangali District.
5	Kaizole Mnukwa Rural Health Post via Four Roads to Chaola Mbenjere Eastern Girls Road – 21km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Health Post and Eastern Girls	Education: Eastern Girls Secondary Health: Mnukwa Rural Health Post	Rehabilitation of feeder road in Chipangali District
6	Mwaiseni via Ngulube – Ng'ozu School to Dyakanani Road (RD118) – 18km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Schools	Education: Ngulube Primary, Mwaiseni Primary, Ng'ozu Primary, Mgwazo	Rehabilitation of feeder road in Chipangali District
7	D104 via Chisitu -Sisinje School to D104 (Airport) – 21km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to health and education amenities	Education: Chisitu Primary, Sisinje Primary, Chakhota Primary Health: Sisinje Health Post	Rehabilitation of feeder road in Chipangali District
8	Samuel Kapata School to Rukuzye Stream – 14.7km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Kapata School	Education: Samuel Kapata Primary	Rehabilitation of feeder road in Chipangali District

9	Chipangali Road (RD694) Chamanga School – 25km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education, health and agriculture amenities.	Education: Nkhoto Primary, Chipangali Primary, Nkhalikali Primary, Chamakanga Primary, Dam: Lumamba, Chavulila, Nkhalinkhali Health: Chipangali Clinic,	Rehabilitation of feeder road in Chipangali District
10	Vizenge via Sese to Chinuda Road (RD116) – 27km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Vizenge Primary, Kalambe Primary, Mwita Primary, Chamanda Primary, Kavala Primary, Sese Primary, Kanyanyata Community Health: Mwita Clinic	Rehabilitation of feeder road in Chipangali District
11	M12 Paf Luji via Rukuzye School to Chanje Village – 12km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education, health and agriculture amenities	Education: Rukuzye Primary Health: Rukuzye Clinic Agriculture: Rukuzye Farming Block	Rehabilitation of feeder road in Chipangali District

12	Teleka to Madzi-A-Tuwa School – 15km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Kadiula Primary, Madzi-A-Tuwa Primary, Madzi-A-Tuwa Secondary, Nkhalikali Primary School, Tekama Primary, Kapiliminyanga Primary Health: Madzi-A-Tuwa Clinic	Rehabilitation of feeder road in Chipangali District
13	Chipangali School via Lumamba to Chakoloma School – 15km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and agriculture amenities	Education: Chipangali Primary, Chakoloma Primary, Chipangali Scheme B Primary, Chingwirizano Primary Dam: Lumamba	Rehabilitation of feeder road in Chipangali District
14	Mkanda Clinic via Mgawzo School to M12 – 18km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Mgawzo Primary Health: Mkanda Clinic	Rehabilitation of feeder road in Chipangali District
15	M12 via Chiloba Crossing to Tamanda Road – 15km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Tamanda Primary Health: Tamanda Clinic	Rehabilitation of feeder road in Chipangali District.



16	Mafuta to Changoma - Manoro School – 22km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Mafuta Primary, Changoma Primary, Chikoka Primary, Manoro Primary Health: Mafuta Clinic	Rehabilitation of feeder road in Chipangali District.
17	Mbenjere to Chipitu Primary School – 20km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Chipitu Primary, Health: Mbenjere Clinic	Rehabilitation of feeder road in Chipangali District.
18	Kamsambo-Topeka Village to Chiyambi School Rukuzye Clinic – 15km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Chiyambi Primary, Rukuzye Primary Health: Rukuzye Clinic	Rehabilitation of feeder road in Chipangali District.
19	Kasenga Clinic Turnoff via Chamazila School to Mafuta Road (RD117) – 18km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Kasenga Primary, Chamazila Primary Health: Kasenga Clinic	Rehabilitation of feeder road in Chipangali District.
20	Ngwanda School to Mafuta (RD117) – 15km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Ngwanda School	Education: Ngwanda Primary	Rehabilitation of feeder road in Chipangali District.

21	Tamanda-Ikwele- Kapasa Road – 19km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education amenities	Education: Paf Luji Primary , Nyauzi Primary , Ikwele Primary	Rehabilitation of feeder road in Chipangali District.
22	Panamani to Chaola Mbenjere Eastern Girls School Road – 20km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Chizukwe Primary, Katelemula Primary, Mduwi Primary Health: Mnduwi Health Post, Chamoto Health Post	Rehabilitation of feeder road in Chipangali District.
23	Ziyalula to Chanyumbu Road – 16.8km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Chideza Primary, Chanyumbu Primary Health: Chanyumbu Health Post	Rehabilitation of feeder road in Chipangali District.
24	Mnukwa to Chambawa Road – 14.5km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Mnukwa Secondary, Chambawa Primary Health: Chambawa Health Post	Rehabilitation of feeder road in Chipangali District.
25	Kangawa Primary to Kaongo – 10km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education amenities	Education: Kangawa Primary, Kaongo Primary, Mpasala Primary	Rehabilitation of feeder road in Chipangali District.

26	M12 Mnoro Clinic M12 Loop – 18km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to education and health amenities	Education: Mnoro Primary, Mburwe Primary, Nyaviteka Primary Health: Mnoro Clinic, Mshawa Rural Health Post	Rehabilitation of feeder road in Chipangali District.
27	Shanganani to Zingale School – 7.5km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Zingale School and farm fields	Education: Zingale Primary	Rehabilitation of feeder road in Chipangali District.
28	Mukojani via Mando Village-Kaulembe Scool to Mgwazo – 10km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to Zingale School and farm fields.	Education: Kaulembe Primary	Rehabilitation of feeder road in Chipangali District.
29	Chalumbe Junction to Ngulube – Khukwe School – 15Km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to schools and agriculture fields	Education: Chalube Primary, Ngulube Primary, Khukwe Primary	Rehabilitation of feeder road in Chipangali District.
30	Chimbomi Madzi-A-Tuwa – 20.5km	The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season The roads are in poor status. Difficulty in accessibility for motorists especially during the rainy season	Provides easy access to schools and agriculture fields	Education: Chipangali Primary, Mbulanda Primary, Kapiliminyanga Primary, Kaikube Primary, Madzi-A-Tuwa Primary, Madzi-A-Tuwa Secondary,	Rehabilitation of feeder road in Chipangali District.

				Mukukulu Primary	
31	Nkhoto School via Dwakozi School to Chamakanga Madzi-A-Tuwa Road - 15km		Provides easy access to schools and agriculture fields	Education: Nkhoto Primary, Dwakozi Primary	Rehabilitation of feeder road in Chipangali District.

Status of Feeder Roads – Kasenengwa District				
S/N	Name of road	Significance of road	Major facilities the road connects	Intervention required
1	Chongo –Vuze 9km	Provides easy access to education and health amenities	Education: Vuze Primary School Health Kwenje rural health post Kamboma	Rehabilitation
2	Macha via Kamtemeni to Shatulirs Village	Provides easy access to education and health amenities	Education: Mukanire primary Shamombo primart Kamulaza FRA marketing point, Health :Kasenengwa Clinic Mamulaza clinic	Rehabilitation

3	Mjobo –Lutembwe Road Education10km	Provides easy access to education and health amenities	Eduaction:Mandondo Primary school Katondo primary school Health:Smeter health post	Rehabilitation
4	Malochi to Mkowe School	Provides easy access to education and health amenities	Education: Mkowe primary schools	Rehabilitation
5	Mashango –Khoxa Health Post	Provides easy access to education and health amenities	Health: Khoxa Health Post Education : Chamasheche primary school	Rehabilitation
6	Makwatata Road	Provides easy access to education and health amenities	Clinics, schools	Rehabilitation
7	Langa – Pwata	Provides easy access to education and health amenities	Village: Connects to major villages Langa &Pwata	Rehabilitation
8	Masala –O chani	Provides easy access to education and health amenities		Rehabilitation
9	Kamboma to Arozio	Provides easy access to education and health amenities	Education: Chingazi secondary /primary Kamboma primary Chikungu Secondary - Kamboma rural health Center	Rehabilitation

10	Mbalala Chisempele -	Provides easy access to education and health amenities	Agriculture: Zapali Agriculture Camp Chisempele Agriculture Camp Health:Chisempele Clinic Education:Vungulmwe Primary School	Rehabilitation
12	Mbambo Kaluwawa	Provides easy access to education and health amenities	Villages:Connects to a major village Ka'gnombe and Kaluwawa. Education: Kamuna Primary School Health: Chizenje Clinic	Rehabilitation
13	Giveway Kambwatike	Provides easy access to education and health amenities	Education:Ngongo primary school, Kambwatike primary school Judiciary:Chikuwe Local Court	Rehabilitation

#### Appendix 4: Roads undergoing rehabilitation in the JIDP area

Roads Undergoing Rehabilitation in Chipata, Chipangali And Kasenengwa Districts					
S/n	Name of road	Contract sum	Source of funding	Contractor	District

1	40 KM Chaola Mbenjere via Eastern Girls School to road 116	K 52,194,704,.21	NRFA	Teviem Enterprises LTD	Chipangali District
2	57 KM Chamakanga School, Madzi A Tuwa School to Rukuzye	K 78,561,606.97	NRFA	Horizon Contractors	Chipangali District
3	17KM M12, Chamasongwe School to Mchenga community	K 30,817,231.21	NRFA	Tommorow Investments	Chipangali District
4	45KM Chongo to Chiwoko	K 67,454,840.29	NRFA	Vibrant Contractors Limited	Kasenengwa District
5	12.3KM Mushekela / Nyamayao	K 11,761,113.13	NRFA	Nab Africa Enterprises LTD	Kasenengwa District
6	43.6 KM Muchelile to Kamlaza Road	K 56,774,458.20	NRFA	Middlecreet Civil Contractors	Chipata District
7	27KM Maduchi to Chamubobo Community School via Mgogi and Mchenga Village road	K 44,461,293.70	NRFA	Ostermans Agencies LTD	Kasenengwa District
8	32 KM of Mwami boarder to Mlanga School via Mwami Mission Hospital and Benje Village Road	K 53,822,751,.20	NRFA	Jonda Contractors	Chipata District
9	61.4 KM of T4 via RD 595, RD 596, Madzimoyo Kagunda to D128	K 75,999,351.12	NRFA	Lukomi Enterprises Limited	Chipata District
10	Chongo to Chifumbo via Chinunda to Msoro	K 49,000,000.0	NRFA	Andrich Contractors	Kasenengwa District
11	Chipata – Msoro Road	K 99,936,367.13	NRFA	Norwood Interprises	Kasenengwa District
11	M12 Molozi School via Chamasongwe School- Mchenga Community		NRFA		Chipangali District

	School to RD116 – 17km				
12	Selected Urban Roads in Chipata District.			SABLE Contractors	Chipata District



## Appendix 5: Status of damaged infrastructure in the JIDP area

Status of Damaged Infrastructure in Chipata District			
S/N	Name of infrastructure	Infrastructure failure/ damage	Intervention needed
1	KASUPE BOX CULVERT (Msanga Ward)	<ul style="list-style-type: none"> <li>Damage of the wing walls and aprons and erosion of on the sides, and progressive development of gully at the outlet.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of new Permanent Box Culvert (1.5x1.5) and construction of scour checks at downstream, and properly defining the drainage system, as a long term intervention.</li> </ul>
2	NYAKATALI BRIDGE (Chikando Ward)	<ul style="list-style-type: none"> <li>Formation of gully due to heavy rainfall and continuous flow of water along the stream.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of new permanent Box Culvert as a long term intervention.</li> </ul>
3	MANYENGO BRIDGE (Chikando Ward)	<ul style="list-style-type: none"> <li>Collapse of bridge deck</li> <li>Undermining of the Box culvert piers due to erosion</li> <li>loss of structural integrity due to old age.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of new permanent Box Culvert as a long term intervention.</li> </ul>
4	NSORO CULVERTS (Nsingo Ward)	<ul style="list-style-type: none"> <li>Series of culverts which have undergone damage with time due to loss of structural integrity along Feni - Chadiza road.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of new Culverts as a long term intervention</li> </ul>
5	MPEZENI PALACE – TATE CULVERTS (Nsingo Ward)	<ul style="list-style-type: none"> <li>Collapse of structure situated along the shortest route connecting Mpezeni to Mwami border area.</li> </ul>	<ul style="list-style-type: none"> <li>Construction of new permanent Culvert as a long term intervention</li> </ul>

6	ZIZWE CULVERTS (Nsingi ward)	<ul style="list-style-type: none"> <li>▪ Series of ring culverts which have undergone damage with time due to loss of structural integrity along Jenda road.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction of new permanent Culverts as a long term intervention.</li> </ul>
7	MAKWELERO PRIMARY SCHOOL (1x3) (Makangila ward)	<ul style="list-style-type: none"> <li>▪ Blow off of roofing due to rainfall</li> <li>▪ Wear of the floor slab</li> <li>▪ Inadequate windows and doors</li> <li>▪ Inadequate ring beam</li> <li>▪ Inadequate windows frames and glaze panes</li> <li>▪ Etc.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Full renovation or reconstruction of structure.</li> </ul>
8	CHABILILA VENTED DRIFT (Makangila ward)	<ul style="list-style-type: none"> <li>▪ Structure has undergone loss in structural integrity with time which has led to collapse of the wing walls, and formation of cracks and potholes on the Bridge Deck.</li> <li>▪ The culvert rings have been damaged, Silted, and blocked by tree logs forcing the water to overflow this makes it difficult for the residents to cross especially during the rainy season.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction of new permanent suitable Box Culvert (1.8x1.8x3lines) which as a long term intervention.</li> </ul>
9	LUTHEMBWE BRIDGE (Dilika ward)	<ul style="list-style-type: none"> <li>▪ Eroded approaches</li> <li>▪ Inadequate capacity of the existing ring culverts</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction of new permanent Bridge as a long term intervention by installing 5 lines of 2.4m box culverts.</li> </ul>
10	MCHINI DRAINAGE (Dilika ward)	<ul style="list-style-type: none"> <li>▪ Deep eroded gulley</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction of a reinforced concrete drainage.</li> <li>▪ Construction of scour checks</li> </ul>

11	CHIKO BRIDGE (Dilika ward)	<ul style="list-style-type: none"> <li>Eroded approaches</li> <li>Damaged culverts</li> </ul>	<ul style="list-style-type: none"> <li>Installation of 2 lines of 1.8m box culverts.</li> </ul>
12	DILIKA BRIDGE (Dilika ward)	<ul style="list-style-type: none"> <li>Damaged culverts</li> </ul>	<ul style="list-style-type: none"> <li>Installation of 2 lines of 1.8m box culverts.</li> </ul>
13	NAMSECHE PRISONS BRIDGE	<ul style="list-style-type: none"> <li>Damaged Culverts</li> </ul>	<ul style="list-style-type: none"> <li>Installation of 2 lines of 1.8m box culverts.</li> </ul>
14	MCHINI - MOSQUE BRIDGE	<ul style="list-style-type: none"> <li>Damaged culverts</li> </ul>	<ul style="list-style-type: none"> <li>Installation of 2 lines of 1.8m box culverts.</li> </ul>
15	PADOKO BRIDGE (Dilika ward)	<ul style="list-style-type: none"> <li>Damaged culverts</li> </ul>	<ul style="list-style-type: none"> <li>Installation of 2 lines of 1.8m box culverts.</li> </ul>
16	SINDIKANI BRIDGE (Dilika ward)	<ul style="list-style-type: none"> <li>Collapsed Bridge</li> </ul>	<ul style="list-style-type: none"> <li>Installation of 2 lines of 1.8m box culverts.</li> </ul>
17	MSUPAZI BRIDGE (Makangila ward)	<ul style="list-style-type: none"> <li>Development of Potholes on Bridge deck</li> </ul>	<ul style="list-style-type: none"> <li>Rehabilitation of Bridge Deck.</li> </ul>
18	KABELE BRIDGE (Makangila ward)	<ul style="list-style-type: none"> <li>Development of cracks and dilapidation due to old age</li> </ul>	<ul style="list-style-type: none"> <li>Rehabilitation of Bridge.</li> </ul>
<b>Schools</b>			

1	Makwelero Primary School	<ul style="list-style-type: none"> <li>▪ Roof Blown off</li> <li>▪ The main Structure is old and has deteriorated in structural integrity with time</li> <li>▪ The other two structures need fitting of windows, doors, and repair of cracks.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Construction of new structure.</li> </ul>
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#### Status of Damaged Infrastructure in Kasenengwa District

S/n	Infrastructure	Infrastructure failure/ damage	Intervention required
<b>Bridges</b>			
1	LUTEMBWE BRIDGE(7X6) Mkowe ward	Deteriorated approaches	Extend the approached to the bridge
2	KUMUNA CULVERT Ng'ongwe ward	Collapsed culvert	Culvert reconstruction
3	MKONDO CULVERT Ng'ongwe Ward	Collapsed culvert	Culvert reconstruction
4	KADAMA CULVERT Ng'ongwe Ward	Collapsed culvert	Culvert reconstruction
5	ADALASON FARM CULVERT Ng'ongwe Ward	Collapsed culvert	Culvert reconstruction
6	FENI CULVERT Ng'ongwe Ward	Collapsed culvert	Culvert reconstruction
7	MASHANGO CULVERT Ng'ongwe Ward	Collapsed culvert	Culvert reconstruction

8	CHAMASECHE CULVERT Ng'ongwe Ward	Collapsed culvert	Culvert reconstruction
9	CHAWA BRIDGE (7X6) Chiparamba Ward	Eroded approaches Inadequate capacity of the existing ring culverts	Bridge reconstruction
10	KAMWANKHUKU BRIDGE (5X6) Chiparamba Ward	Collapsed Bridge	Culvert reconstruction
11	KANYA BRIDGE (4X6)	Collapsed Bridge	Bridge rehabilitation
13	2 CULVERT CROSSINGS ON LANGA PWATA Mboza Ward	Non existing and due to storm water, the crossing are impassable especially during the rainy season	Culvert reconstruction
14	FYOFYO BRIDGE(8X6) Chingazi Ward	Eroded approaches	Extend the approached to the bridge
15	KAMLAZA BRIDGE(5X6) Chingazi Ward	Collapsed Bridge	Bridge rehabilitation
16	2 CULVERT BRIDGES ALONG MKISO/GONE ROAD Makungwa Ward	Collapsed Bridge	Culvert reconstruction
17	CHADEWA BRIDGE Kwenje Ward	Collapsed Bridge	Bridge rehabilitation
18	2 CULVERT CROSSINGS ALONG SAMUEL ROAD Kwenje Ward	Collapsed culvert	Bridge rehabilitation
<b>Schools</b>			
19	CHAMBIZE PRIMARY SCHOOL Ng'ongwe Ward	Roof blown off	Repair of damaged roof

20	CHAMASECHE PRIMARY SCHOOL Ng'ongwe Ward	Roof blown off	Repair of damaged roof
21	KAMUNA PRIMARY SCHOOL Ng'ongwe Ward	Roof blown off	Repair of damaged roof
22	KADAMA PRIMARY SCHOOL Ng'ongwe Ward	Roof blown off	Repair of damaged roof
23	KAMUMLA CLINIC MATERNITY WAITING ROOM Chingazi Ward	Roof blown off	Repair of damaged roof
24	2 AGRICULTURE CAMP HOUSES Chingazi Ward	Roof blown off	Repair of damaged roof
25	SCHOOL STAFF HOUSE Chingazi Ward	Roof blown off	Repair of damaged roof
26	MKUYU PRIMARY SCHOOL 1X2 CLASSROOM BLOCK Mkowe Ward	Roof blown off	Repair of damaged roof
27	LOCAL COURT HOUSE Chiparamba Ward	Roof blown off	Repair of damaged roof
28	MANDONDO PRIMARY SCHOOL Mboza Ward	Roof blown off	Repair of damaged roof
29	CHIZUZU PRIMARY SCHOOL Kwenje Ward	Roof blown off	Repair of damaged roof

Status Of Damaged Infrastructure In Chipangali District			
S/n	Infrastructure	Infrastructure failure/ damage	Intervention required
<b>Bridges</b>			
1	KAKOMBO CULVERT Msandile ward	Collapsed culvert	Culvert reconstruction
2	MUSANDILE CULVERT Msandile ward	Collapsed culvert	Culvert reconstruction
3	MUSWA CULVERT Msandile ward	Collapsed culvert	Culvert reconstruction
4	DWANSENGA CULVERT Chipangali ward	Collapsed culvert	Culvert reconstruction
5	CHIZUKWE BRIDGE Ntope Ward	Collapsed culvert	Culvert reconstruction
6	NTOPE CULVERT Ntope Ward	Collapsed culvert	Culvert reconstruction
7	DALALA CHILOBA Rukuzye Ward	Collapsed culvert	Culvert reconstruction
8	KASENGA CULVERT Kasenga Ward	Collapsed culvert	Culvert reconstruction

9	NKOTO CULVERT Chipangali Ward	Collapsed culvert	Bridge reconstruction
10	LUNKUSWE CULVERT Ntope Ward	Collapsed Bridge	Culvert reconstruction
11	KAFUKUSI CROSSING POINT Sisenje Ward	Collapsed Bridge	Culvert reconstruction
13	CHASATO CROSSING POINT Sisenje Ward	Collapsed culvert	Culvert reconstruction
14	CHINUNDA CULVERT Ntope Ward	Collapsed culvert	Culvert reconstruction
15	KAWAMBE CULVERT Msanidile Ward	Collapsed Bridge	Culvert reconstruction
16	NTOPE CULVERT 2 Ntope Ward	Collapsed culvert	Culvert reconstruction
17	MUNORO CULVERT Msanidile Ward	Collapsed culvert	Culvert reconstruction

Status of Damaged Infrastructure in Chipangali District				
S/N	Other infrastructure	Location	Status/condition of the existing infrastructure	Intervention required
1	Police post	CHIPATA Chipata Central Police	The structure is in good state in spite of old age.	<ul style="list-style-type: none"> <li>The capacity of the central police station at present does not suffice to accommodate the rise in population in the District. There is need</li> </ul>



	Muchini Police station	Recently constructed police post, still in good condition.	for expansion and rehabilitation.  ▪ Rehabilitation of the Kapata police post.  ●There is need to set up more police posts especially in peri-urban areas of Nabvutika and Walela, among others which suffer from unrest of crime due to inadequate security. This would increase on the efficiency of the police in the City.
	Kapata police station	Structure in fairly good condition in spite of deterioration of its structural components and aesthetics.	
	KASENENGWA  Chiparamba Police Post in Chiparamba Ward		

		Kazanzi police post in Mboza ward		
		Chikungu police post in N'gongwe		
		CHIPANGALI		
2	Stadiums	CHIPATA David Kaunda Stadium in Kapata Ward	<ul style="list-style-type: none"> <li>▪ The stadium has suffered deterioration in structural integrity and loss of Architectural aesthetics evidenced by the falling off of most sections of the walls, and damage of most of its stands among others.</li> <li>▪ The volleyball and basketball courses have also suffered deterioration.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Upgrading to modern standard as a long term intervention.</li> <li>▪ Repair of the damaged stands</li> <li>▪ Rehabilitation of the wall fence</li> <li>▪ Painting of the stadium.</li> <li>▪ Improvement of the playing field.</li> <li>▪ Rehabilitation of the Volleyball and Basketball courses</li> <li>▪ Proper maintenance policies after rehabilitation.</li> </ul>

3	Prison facilities	KASENENGWA Non existent		
		CHIPANGALI Non existent		
		CHIPATA Chipata prison	<ul style="list-style-type: none"> <li>▪ The Prison facility is visibly undergoing loss in structural integrity due to old age.</li> <li>▪ Reduction in capacity to properly accommodate the inmates due to increase in population.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expansion of the prison facility so as to cater for the increase in population.</li> <li>▪ Renovation of the existing buildings so as to make them more habitable and conducive for the inmates.</li> </ul>
		KASENENGWA Non existent		
		CHIPANGALI Non existent		

4	Airport/Air strips	CHIPATA Chipata Airport	<ul style="list-style-type: none"> <li>The Chipata air strip run way has been progressively undergoing wear of the surface course triggering the development of some potholes and cracks. Control room is in good condition</li> </ul>	Renovation or, Upgrading the airstrip to modern standard as a long term intervention.
		KASENENGWA Proposed new Airport	Plan are underway	
		CHIPANGALI Non existent		
5	Alternative energy(Fuel bulk storage )	CHIPATA Non existent		<ul style="list-style-type: none"> <li>The oil supply for motorists in the city at the moment is sufficient.</li> </ul>
		KASENENGWA Makungwa Ward	Chipata city disposes of about 8 (seven) Filling stations which enable motorists to have access to Diesel, Petrol and gas, among other crude oil components.	<ul style="list-style-type: none"> <li>The city awaits to benefit from the Oil storage facility being Constructed in Mutenguleni area of Kasenengwa district. This will lessen on travel distance for oil distributors and reduce on transportation costs.</li> </ul>

		CHIPANGALI Non existent		

The effects of the Covid-19 pandemic has also impacted on the following sectors as follows;

S/N	Sector	Notable impact	Action to be taken
1	ROADS	<p>Increased cost on projects due equipment idol time, Time related cost due to the extended time of completion.</p> <p>Slow down on the working pace due to the reduced man power on site</p> <p>Challenge in terms of importing equipment and plant that can not be manufactured locally</p> <p>It has exposed the country's inability to invest in the manufacturing</p> <p>It has also exposed how much we need to improve on the road sector as some remote areas where difficult reach when taking COVID-19 medical items</p>	<p>Sensitisation on site should be enhanced</p> <p>We need as a Country to invest more in the Manufaturing industry.</p>
2	WATER AND SANITATION	Hygiene levels amongst Citizens have noticeably picked up.	Vigilantly continue sensitizing the communities on health and sanitation issues

3	COMMUNITION	<p>Reduced physical contact and increased wireless telecommunication</p> <p>Exposed the Country's need to investment in the telecommunication, like most areas in the JIPD don't have access to the internet and E-money transfers which might force physical interactions which are being discouraged</p>	Areas that do not have access to telecommunication services need to be connected
4	ENERGY AND POWER	<p>Hydro Power energy in on demand due to people being indoor</p> <p>Demand for alternative sources of energy such as LPG, Biogas and solar has also increased as the existing traditional sources of energy is inadequate.</p>	More infrastructure needs to be constructed such as bulk storage facilities

S/N	Name of Business	Location		Product	District
		Road Name	Actual Location		
1	Homz Property Agents	Malawi Road	Highlands		
2	Angel Bakery	Nasser Stree	Down Shops	Bread	Chipata
3	Jambo Backers	Airport Road	Industrial Area	Bread	Chipata
4	Longlihua Co. Ltd	Umodzi High way	Industrial Area		Chipata
5	Ngotash Enterprise Ltd	Malawi Rd	Mchenga		Chipata

6	High way Backers and Confectioners	Umodzi High way	Kanjala	Bread and Confectioners	Chipata
7	CGL Grains Zambia Ltd	Great East Rd	Namboard		Chipata
8	Link Snaks	Great East RD	Highlands		Chipata
9	Cheni Cheni Chinjobvu Ltd	Malawi Rd	Damview		Chipata
10	Good Nature Agro-Product	Chadiza Rd	Lutembwe		Chipata
11	Spar Chipata Ltd	Umodzi High Ways	Town Centre	Bread and confectioners	Chipata
12	Herocean Ent. Ltd	Kawalala Rd	Industrial Area		Chipata
13	China-Africa Cotton	Airport RD	Gondar Rd		Chipata
14	Chipata Breweries	Great East Rd	Industrial Area	Opaque Beer	Chipata
15	ZAM VITA Oil Ltd	Umodzi Highways	Hills View	Cooking Oil	Chipata

16	COMACO	Great East Rd	Hills View	Animal Feed Soya Pieces Honey Soya meal Peanut Butter	Chipata
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## Appendix 6: Agricultural camps in the JIDP area

Number Of Agricultural Camps And The Conditions By Ward					
S/No.	Name of camp	Staffing level	Condition of house	Remarks	Name of ward
1	CHANKHONZI	Vacant	No house	New house required	CHIKANDO
2	MANJAKAZI	Manned	Good		CHIKANDO
3	MTENGULENI	Manned	Good		CHIKANDO
4	CHININI	Manned	No house	New house required	CHIKANDO
5	CHANKHOZI	Manned	No house	New house required	CHIKANDO
6	MAGWERO	Manned	No house	New house required	DILIKA
7	DILIKA	Vacant	No house	New house required	DILIKA
8	APPOLLO	Manned	No house	New house required	KANJALA
9	KANJALA 1	Manned	No house	New house required	KANJALA
10	KANJALA 2	Vacant	No house	New house required	KANJALA
11	CHINJALA	Manned	No house	New house required	KANJALA

12	KAPATA	Manned	No house	New house required	KAPATA
13	CHISWA	Manned	No house	New house required	KAZIMULE
14	CHISWA	Manned	No house	New house required	KAZIMULE
15	JERUSALEM 1	Manned	Fair	Renovations	KHOVA
16	KALUNGA	Manned	Good		KHOVA
17	MTOWE	Manned	Dilapidated	New house required	KHOVA
18	SAIRI	Manned	Dilapidated	New house required	KHOVA
19	KAPHINDE	Manned	Good		KHOVA
20	JERUSALEM 2	Vacant	No house	New house required	MAKANGILA
21	KANYANJA	Manned	Good		MAKANGILA
22	MAKANGILA	Vacant	No house	New house required	MAKANGILA
23	KAYOOZI	Manned	No house	New house required	MAKANGILA
24	KATOPOLA	Manned	No house	New house required	MSANGA

25	CHISITU	Manned	Poor	Renovations	MSANGA
26	MNORO 1	Manned	No house	New house required	MSANGA
27	MTAYA	Manned	Poor	Renovations	MSANGA
28	FENI	Manned	Dilapidated	New house required	NSINGO
29	KATAMBO 1	Manned	Fair	Minor repairs	NSINGO
30	KATAMBO 2	Vacant	No house	New house required	NSINGO
31	NSANJKA	Manned	Dilapidated	New house required	NSINGO
32	MAKWE	Manned	Dilapidated	New house required	NSINGO

Kasenengwa District Agriculture Camps					
S/NO.	Name of camp	Staffing level	Condition of house	Remarks	Name of ward
1	KAMLAZA	Manned	Poor	Renovations	CHINGAZI
2	NKHOLOWONDO	Manned	Poor	Renovations	CHINGAZI
3	SHAMOMBO	Manned	Dilapidated	New house required	CHINGAZI

4	CHIPARAMBA	Manned	Good	Minor renovations	CHIPARAMBA
5	KAWAWA	Manned	Good	Minor renovations	CHIPARAMBA
6	CHAWA	Manned	Dilapidated	Dilapidated	CHIPARAMBA
7	KWENJE I	Manned	Good	Minor renovations	KWENJE
8	MSAMARIA	Vacant	No house	New house required	KWENJE
9	KWENJI II	Vacant	No house	New house required	KWENJE
10	SAMUEL I	Manned	No house		KWENJE
11	SAMUEL II	Vacant	No house	New house required	KWENJE
12	CHIWOKO	Manned	Good	Renovations	KWENJE
13	CHITEU	Manned	Poor	New house required	MAKUNGWA
14	MSHEKERA	Vacant	No house	New house required	MAKUNGWA
15	KAMBOMA	Vacant	No house	New house required	MAKUNGWA
16	KAPOKO	Manned	No house	New house required	MAKUNGWA

17	KATONDO	Manned	Fair	Renovations	MBOZA
18	CHIPEMBELE	Vacant	No house	New house required	MBOZA
19	LUONA	Vacant	No house	New house required	MBOZA
20	MZAPAWI	Manned	No house	New house required	MBOZA
21	PWATA	Manned	Poor	New house required	MBOZA
22	KALICHERO 2	Manned	No house	New house required	MKOWE
23	KAPITA	Manned	Fair	Renovations	MKOWE
24	MASAMBA	Manned	No house	New house required	MKOWE
25	KASENENGWA	Vacant	Fair	Renovations	NG'ONGWE
26	CHAMASECHE	Vacant	No house	New house required	NG'ONGWE
27	NG'ONGWE	Manned	Poor	New house required	NG'ONGWE

Chipangali District Agriculture					
S/NO.	Name of camp	Staffing level	Condition of house	Remarks	Name of ward
1	NKHALIKALI	Manned	Poor	New house	CHIPANGALI
2	CHANKHADZE	Manned	Dilapidated	New house required	CHIPANGALI
3	LUMAMBA	Manned	Fair	Renovations	CHIPANGALI
4	NKHALIKALI	Manned	Poor	New house required	CHIPANGALI
5	MTAMBALALA	Manned	Good	Minor renovations	CHIPANGALI
6	MADZI-ATUWA	Manned	No house	New house required	CHIPANGALI
8	CHANJE CENTRAL	Manned	Fair	Renovations	KASENGA
9	CHANJE EAST	Manned	Fair	Renovations	KASENGA
10	CHAMBIZI	Vacant	No house	New house required	KASENGA
11	NGOOZA	Vacant	No house	New house required	KASENGA
12	CHANJE WEST	Vacant	No house	New house required	KASENGA

13	MAPALA 1	Manned	Good		KASENGA
14	MAPALA 2	Manned	Fair	Renovations	KASENGA
15	TAMANDA	Vacant	No house	New house required	LUKUZYE
16	MKANDA	Manned	Good	Minor renovations	LUKUZYE
7	MSANDILE 1	Manned	Fair	Renovations	MSANDILE
17	MSANDILE 2	Manned	Fair	Renovations	MSANDILE
29	MNORO II	Manned	Good	Minor renovations	MSANDILE
18	CHINUNDA 2	Vacant	No house	New house required	NTHOPE
19	MATIZI	Vacant	No house	New house required	NTHOPE
20	MZOOLE	Manned	Dilapidated	New house required	NTHOPE
21	CHITANDIKA	Manned	No house	New house required	NTHOPE
22	CHINUNDA 1	Manned	No house	New house required	NTHOPE

23	MAFUTA	Manned	Good	Minor renovations	NTHOPE
24	MNUKWA	Manned	Good	Minor renovations	NTHOPE
25	SISINJE	Manned	Good		SISINJE
26	KALICHERO 1	Manned	No house	New house required	SISINJE
27	KAPARA 1	Manned	Good	Minor renovations	SISINJE
28	KAPARA 2	Vacant	No house	New house required	SISINJE



## **Appendix 7: List of IDP Core Team Members**

1.	Wisdom Bwalya	Town Clerk, Chipata City Council
2.	John A.K. Mwanza	Council Secretary, Chipangali Town Council
3.	Milly Muluti	Council Secretary, Kasenengwa Town Council
4.	Stan Mwanakayaya	Director of City Planning, Chipata City Council
5.	Tobias Phiri	Socio-Economic Planner, Chipata City Council
6.	Chisenga Mulenga	Director of Works, Kasenengwa Town Council
7.	Comfort Chama	District Planning Officer, Kasenengwa Town Council
8.	Nawa Maswabi	District Education Office, Kasenengwa
9.	Pelivis Masongozi	Town Planner, Chipangali Town Council
10.	Stephen Tembo	District Administrative Officer, Chipangali
11.	Felistus Nkholoma	District Education Officer, Chipangali
12.	Kolala Kuyela	Socio- Economic Planner, Chipangali Town Council
13.	Nelly luzendu	Environmental Planner, Chipangali Town Council
14.	Pemphe P. Kalanga	District Aids Coordination Advisor, Chipata City Council
15.	Daniel Chelu	Intern, Chipata City Council
16.	Lucy Chulu	Community Development Officer, Kasenengwa Town Council

